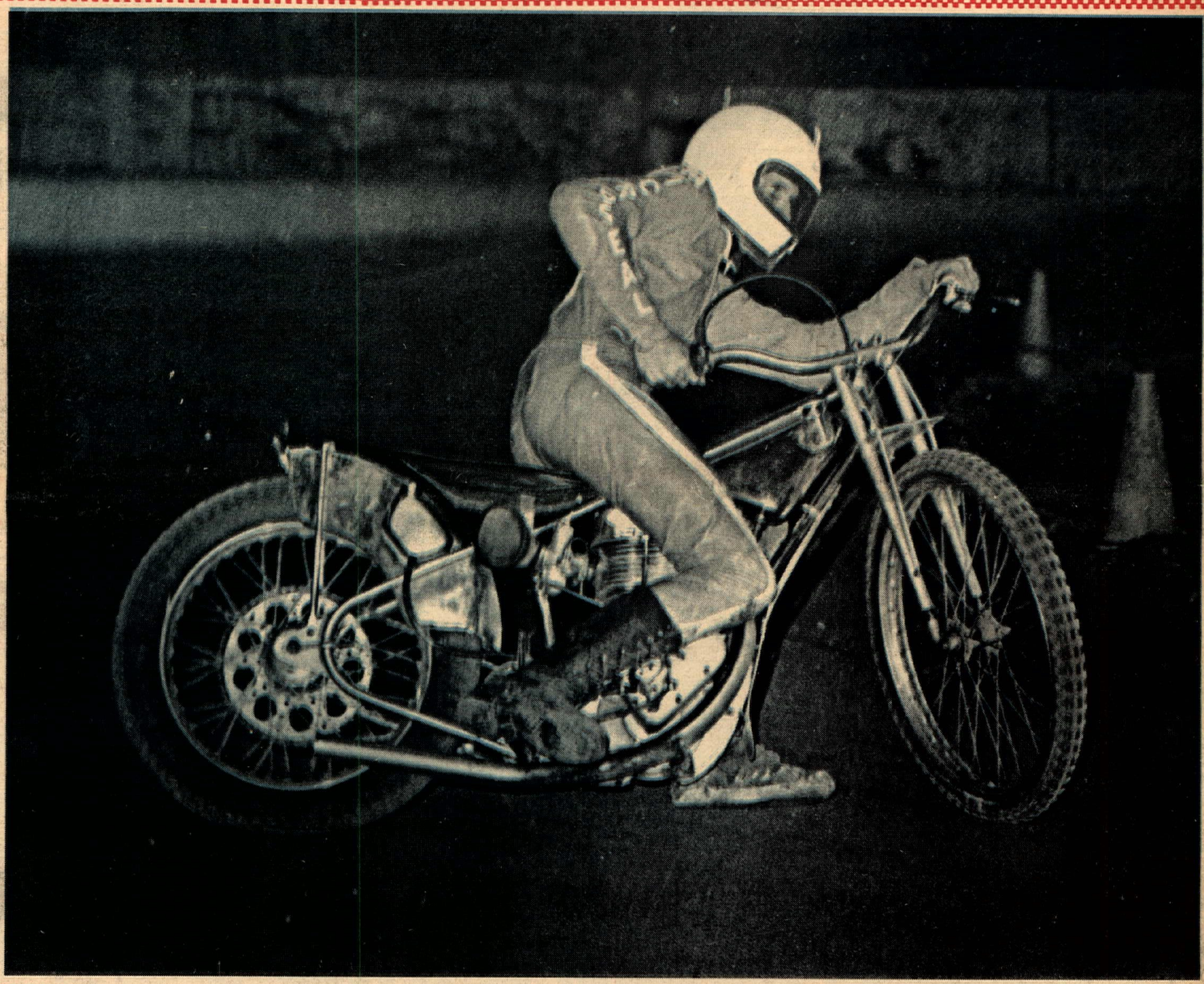
VOLUME VI NUMBER 21 June 18, 1969

CYCLE NEWS

The Motorcycle Enthusiast's Weekly Newspaper WEST 25¢

40 PAGE SPEEDWAY ISSUE



Oregon - Wash. - Calif. *Greenhorn Enduro*

United States Champion Speedway rider, Rick Woods, slides full-lock around the first turn at Whiteman Stadium in Pacoima, Cal. – Dan Mahony Photo.

NEWSPAPER

CYCLE NEWS
6477 North Long Beach Boulevard
Long Beach, California 90805

ATTENTION Motorcycle Clubs — Be sure to send Cycle News notice of your coming events and we will list them in this department free.

CALENDAR OF EVENTS

Readers are advised that listing in this calendar is a free Service. Cycle News disclaims any responsibility for cancellation or changing of events by promoters without notice.

Regularly Scheduled Events

ATTENTION
Promoters interested in advertising their events in this column.
Contact: Tom Culp
National Advertising Director
Cycle News (213) 423-0431

EVERY FRIDAY NIGHT
SPEEDWAY RACING, Saugus Speedway, Saugus, Calif. Racing starts 8:30 p.m. See ad this issue.

½ MILE FLAT TRACK, Ascot Park, Gardena, Calif. Racing starts 8:15 p.m. See ad this issue.

EVERY SATURDAY NIGHT
TT RACING, Elsinore Race Track, Gates open 3 p.m., races start 7:30 p.m., Off Hwy. 71 in Elsinore, Calif.

SPEEDWAY RACING, Whiteman Stadium, Pacoima, Calif. Racing starts 8:30 p.m. See ad this issue.

FIRST SAT. OF EVERY MO.
PROFESSIONAL TT RACES, Ascot Park, Gardena, Calif. Racing starts 8:15 p.m. See ad this issue.

FRIDAY, JUNE 6th

TT RACES, $600 purse, AMA sanc. at Oregon Sidewinders M.C. track in Clackamas, Ore., S. of Portland. 8 p.m. Info: Dennis/Diane Seifert, Rt. 3, Box 290C, Oregon City, Ore., 97045. 632-3857 aft. 7 p.m. or 234-7388 days.

SATURDAY, JUNE 7th

SHORTTRACK RACES, Sacramento Raceway by Fort Sutter MC, Excelsior Rd., E. of Sacramento. Info: Lawton, 489-0476.

TT SCRAMBLES, Fallon, Nev., by Oasis Scramblers. At fairgrounds on Hwy. 50-95, u p.m. start. AMA sanctioned.

SPORTSMAN SCRAMBLES, AMA points, Oregon Sidewinders MC track in Clackamas, Ore. Five classes, 7 p.m. start. Info: Dennis/Diane Seifert, Rt. 3, Box 290C, Oregon City, Ore. 97045. 632-3857 aft. 7 p.m. or 234-7388 days.

MOTOCROSS, CMC at Fontana, Cal. Raceway, 7 p.m. San Berdoo Fwy. to Etiwanda, north to 136444 Foothill Blvd.

SAT. & SUN., JUNE 7 & 8th

14th ANNUAL HIGH SIERRA TOUR by Ace of Clubs M.C. Info: (213) 442-4791 or 332-1286.

SUNDAY, JUNE 8th

OCMC SCRAMBLES, Perris Valley Rec. Center, Cal. Small bikes signup 8 a.m., prac. 9, big bikes signup noon, prac. 1 p.m. AMA.

ENGLISH TRIALS, Oakhurst, Cal. 50 mi. N. of Fresno on Hwy. 41. Several classes, 10 observed sections, 8 mi. course through Sierra Natl. Forest. Spark arresters. Entry $3, 9 a.m. start.

A.C.A. MOTO-CROSS Semi-Final at Saddleback Park, 2455 Orange, Orange Cty., Calif. Info: (714) 639-5832.

WAYNE RAGLAND MEMORIAL HARE AND HOUND, by Antelope Ramblers MC. Limed from golf course, California City, Cal. 3-30 mile loops, Dist. 37 points. $4.50 entry, 10 a.m. start, jackets to winners.

MAX SWITZER BENEFIT SMOKE RUN, Las Vegas, Nev., by Ground Shakers MC. Limed from Railroad Pass, 9 a.m. start. Point run. Info: (702) 642-2621 after 6:30.

TT SCRAMBLES, Santa Maria Spdwy., by Lompoc Slo-Pokes, AMA, Dist. 35 points. Races noon. Camping avail. Info: Ernie, (805) RE 6-6362.

SCRAMBLES, Lodi Cycle Bowl, Cal., by Lodi M/C. AMA, Races noon, Info: (209) 368-7182.

TT SCRAMBLES, Huntington Beach Cycle Park, sign-up 10-12, practice 11. 7561 Talbert Ave. Park points. Info: 897-4458.

TUES. Through FRI., JUNE 10-13th

1969 BAJA 500, by NORRA, Ensenada, Baja, Cal. Purse: 40% entry fees received; entry fees; $250 before May 1, $350 after May 1. Contingencies.

FRIDAY, JUNE 13th

VIEWFINDERS TROPHY PRESENTATION, Warner Bros. Studios, Stage 1. Only Riders of race and guests will be admitted.

TT RACES, $600 purse, AMA sanctioned, Oregon Sidewinders track, Clackamas, Ore. 8 p.m. Info: 632-3857 after 7 p.m. or 234-7388 days in Oregon City, Ore.

SATURDAY, JUNE 14th

SHORTTRACK, Sacramento National Raceway, by Sacramento Trackers M.C., sign ups and practice, 6-7:30 p.m., race 8 p.m.

TT RACES (Night), AMA, Castle Rock, Wash. Fairgrounds, Infor: Mt. St. Helens M.C., Box 51, Castle Rock, Wash. 98611.

GRASS TRACK SCRAMBLES, by Lightweights MC, Carlsbad Raceway, 7 a.m. signup, 8 a.m. start. Progressive program, 50cc-Open. Traction optional. $2 entry. Trophies. Info: (213) 425-5730.

SPORTSMAN SCRAMBLES, AMA points, all classes, at Oregon Sidewinders MC track in Clackamas, Ore. 7 p.m. Info: 632-3857 after 7 p.m., 234-7388 days in Oregon City, Ore.

SAT. & SUN., JUNE 14 and 15th

PRODUCTION ROAD RACE, Carlsbad, Cal. $1000 cash and merch. purse. Mail entries to Carlsbad Raceway, Box 26, Carlsbad, Cal. 92008. Start pos. determined by postmark. 0-200cc 200 miles Sat., 201-Open Sun. Pacific Coast Championship.

CARLSBAD-CYCLE NEWS CIRCUS, Two days of simultaneous action, road races described above plus Grasstrack TT and family trials, night drags, plus 1/8 mile drags for dirt bikes, Sunday's events in addition to the championship road race, Grand finale of CMC trip-to-England series, wheelie contest, plus more events to be announced. Use the discount coupon on page 27.

2nd ANNUAL HEMET TOUR by Terrapins M.C. Sign in and finish at Farmer's Fairgrounds, Hemet, Calif. Sign in from 8 p.m. Fri. June 13th, to 1 p.m. Sat. June 14th. Parade, best dressed competition, motorcycle judging, field events, etc. Mail and post entry. Info: (213) 835-0778; (714) 281-2150.

NATIONAL TRIALS CHAMPIONSHIP, Pan Amer. Racing Assoc. (FIM) at Wichita, Kansas. $15 entry, deadline June 1st. Info: Pan American Racing Assoc., (Trials Div), 5326 E. Harry St., Wichita, Kan. 67218.

SUNDAY, JUNE 15th

HARE SCRAMBLES, by 100's M.C., 2nd Annual 100 miles. Limed from California City, Cal. Dist. 37 points. Info: 332-8409 or 332-4959 after 5 p.m.

MINI-BIKE RACES Saddleback sanct. Saddleback Park, 2455 Orange, Orange Cty., Calif. Info: (714) 639-5832.

RIDING SCHOOL, S.C.T.A. Saddleback Park, 2455 Orange, Orange Cty., Calif. Info: (714) 639-5832.

DIRT TRACK RACES, four miles east and five miles north of Jerome, Idaho. Class C traction. Races 2 p.m. Rain or shine.

TT SCRAMBLES, South Bay Speedway, by Mesa MC, Chula Vista, Cal. Trials and practice, 10, races noon. Class C traction.

SPORT RIDING, Open practice. Huntington Beach Cycle Park, 9 a.m. – 4 p.m. $1.50 per rider.

TT SCRAMBLES, Sunny Valley Speedway, 14 mi. N. of Grants Pass, Ore. 1 p.m. Info: Ray Copeland, 420 Crestview Lp., Grants Pass, Ore. 97526. (503) 476-4018.

MOTO-CROSS, GOLDEN STATE Series C.M.C. points, Carlsbad, Calif. Info: C.M.C., P.O. Box 1334, Huntington Bch., Calif. 92647. (714) 539-3328.

HILLCLIMB, Hall Ranch, Cycle Hills, AMA, by Campbell M.C. Morgan Hill, prac. 9:30 a.m., 11:30 start. All classes plus unlimited exhibition climb.

TT SCRAMBLES, by Perris Valley MC, 1 mile sw of Perris by hwy. 74. AMA points, lightweights 9-2, heavies, 2 p.m. $2 entry.

ACA MOTOCROSS, Bay Mare Ranch, Cal., 100cc-Open Sportsman, and 125cc, 250cc, 500cc Senior. Pi ts open 8 a.m., first event 11:30 a.m. Info: (714) 528-4290.

SATURDAY JUNE 21st

SPORTSMAN SHORT TRACK, Sacramento Raceway, Cal., AMA sanctioned, Signups and practice 6-7:30, races 8 p.m. Info: 783-7588 or 481-6527.

SAT. & SUN., JUNE 21-22nd

SILVER CUP RUN by Silver Eagles.

SUNDAY, JUNE 22nd

2nd ANNUAL MOVIELAND MOTOR REVUE, antiques, classics, sports cars, customs, hot rods, dune buggies, and motorcycles. Universal City Studios, Universal City, Cal. 8 a.m. to 5 p.m. Info: A World On Wheels Inc., P.O. Box 361, Lynwood, Cal. 90262.

TT SCRAMBLES, Bay Mare track, by Scramblers M.C. Grand Prix TT, Dist. 37 point race. Info: (213) 363-9130 or 342-6737.

ACA MOTOCROSS, Saddleback Park, Orange, Cal., semi-final championship. All classes 100cc thru Open Sportsman and 125cc, 250cc, 500cc Senior. Pits open 8 a.m., first event 11:30 a.m. Info: (714) 528-4290.

HARE SCRAMBLES, '69 Desert Classic, by So. Cal. MC. Limed from Red Rock Canyon, Cal. Three 30 mile loops, trail bikes go two loops, 9 a.m. start. Trophies or merch. option to winners.

SAT. & SUN., JUNE 28 AND 29th

ACA 2nd ANNUAL 12-HOUR PROD. GRAND PRIX, Willow Springs Raceway, Rosamond, Cal., 6-hour Lightweight event on Sat., 12-hour Heavyweight event on Sun. Info and entry forms from ACA P.O. Box 247, Fullerton, Cal. 92632 or call (714) 528-4290.

NIGHT OWL RUN, San Diego, Cal., by S.D. Harley-Davidson. Sign in 12-4 p.m., Sat., 929 India St., first check point 929 India St., 1 a.m. Sun.

2nd ANNUAL HOPETOWN SCRAMBLES, by Dirt Diggers MC, Hopetown, Cal. Sat. 0-250cc, powder puff, 0-200cc starts at 8:30 a.m. 250cc start 1 p.m. Sun. 350-Open and sidehacks, 9 a.m. start. Dist. 37 points. Mail entries to DDMC, 19308 E. Aguiro St., Rowland Hts., Cal. 91745. Info: (213) 964-5076.

SATURDAY, JUNE 28th

TT RACES (Night), Castle Rock, Wash. Fairground. Info: Mt. St. Helens M.C., Box 51, Castle Rock, Wash. 98611.

TT SCRAMBLES, Josephine County Fairgrounds, Grants Pass, Ore. By Rogue Valley Riders M.C. Inc. AMA sanction, 7:30 p.m. Info: (503) 476-2180 or 476-4018.

SUNDAY, JUNE 29th

SCRAMBLES, Saddleback sanct. Saddleback Park, 2455 Orange, Orange, Cty., Calif. Info: (714) 639-5832.

S.C.T.A. RIDING SCHOOL Saddleback Park, 2455 Orange, Orange Cty., Calif. Info: (714) 639-5832.

EUROPEAN SCRAMBLES, by Spoke Benders MC Inc. 6 mi. E. of Hi-Vista Store, Cal. Two courses, Dist. 37 points.

MOTOCROSS, Deadman's Point, Apple Valley, Cal. Practice 8:30 a.m., race 11. Free entry. Info: (714) 247-7473.

FRIDAY, JULY 4th

ALL BIKE DRAG MEET, Lions Stadium, 214th & Alameda, Wilmington, Cal. The Lions are putting up a $1000 purse, others will be donating to make it bigger. Info: (213) 424-0961.

2nd ANNUAL FIRECRACKING GRAND PRIX at Saddleback Park, Orange, Cal. All classes. Info: (714) 460-8751.

Take a friend to a motorcycle event this weekend.

J. C. AGAJANIAN Presents . . A M A

Half-Mile Every Friday Nite 8:15 pm

Motorcycle Races

TT's 1st Sat. Nite each month - 8:15 pm

Worlds Fastest Action ½ Mile and T.T. Dirt Track

DISCOUNT PASS

PASS SAVE FOR TWO 50¢

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SAVE 50¢

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18400 S. Vermont-Gardena
Easily Reached -- Just Off Harbor & San Diego Frwys.

Tear Out and Present at Box Office

CMC MOTOCROSS GRAND FINALE Golden State Series

ALL NEW

Graded Course
Sprinkling System - NO DUST

More Trophies to Jr.'s

Prize Money For Experts

(Gates close 11 p.m. sharp)

JUNE 15TH

Mail entry $5.00
(mail entries close June 11th)
Post Entry $10.00

Carlsbad Raceway
Championship Trophies in All Classes
Gates Open 7:30 a.m.
Practice 8:30 a.m.
First Race 11:00 a.m.

Mail entries to: CMC Box 1334, Huntington Beach, Cal. 92647

Wayne Ragland Memorial Race

by Antelope Rambers M.C.

HARE & HOUND June 8th

3 separate 30 mi. loops
Dist. 37 points
10 a.m. start
$4.50 entry.

Jackets to Winners
Limed from Golf course
at California City.

SAT & SUN. JULY 5th & 6th.

100cc TT GRAND PRIX, Southbay Speedway, Cal., $7.50 mail entry, entries close June 30, Class C traction, camping o.k., 100cc's only! Info: Mr. Mick, (714) 479-4959 see ad page 33 this issue.

SATURDAY, JULY 5th

ENGLISH TRIAL, PNTA sanc., Firecracker Trial, Athena, Oregon. Info: Foster (503) 566-3526.

SHORT TRACK RACES by Sacramento Tracker's M.C. at Sacramento Raceway, 3405 El Camino Ave., Sacramento, Cal. 95871, L. Lawton 489-0476. Prac. 6 p.m. Race 8 p.m.

SUNDAY, JULY 6th

MOTOCROSS, Crescent City, Cal., one mile course, Race 10 a.m. Info: Harvey Bigham, (707) 464-4871.

CMC GRAND PRIX at Carlsbad Raceway, Carlsbad, Cal. Gates open 7:30 a.m., race 9 a.m. Leathers required. 75% dirt 25% asphalt. Info: P.O. Box 1334, Huntington Beach, Cal. 92647.

SAT. & SUN. JULY 12th & 13th.

4th ANNUAL ELSINORE TOUR, by Pacific Coasters MC. Sign-in and finish, Elsinore, Cal. Trophies, parade, dinner, dance and more. Info: contact Harley-Davidson dealers or phone (714) 274-3755.

JULY 12th

TT RACES (Night), Castle Rock, Wash. Fairgrounds. Info: Mt. St. Helens M.C., Box 51, Castle Rock, Wash. 98611.

SUNDAY, JULY 13th

A.C.A. MOTO-CROSS Saddleback Park, 2455 Orange, Orange Cty., Calif. Info: (714) 639-5832.

S.C.T.A. RIDING SCHOOL Saddleback Park, 2455 Orange, Orange Cyt., Calif. Info: (714) 639-5832.

SAT. AND SUN., JULY 19th & 20th

GRAND PRIX, Bay Mare Ranch, Cal., by Simi Valley MC, District 37 Scrambles, Desert and Motocross points. Mail entry opens May 30, closes July 5. Info: (805) 526-1237.

FRIDAY, JULY 20th

MINI-BIKE RACES Saddleback sanct. Saddleback Park, 2455 Orange, Orange Cty., Calif. Info: (714) 639-5832.

BRITISH COLUMBIA MOTORCROSS CHAMPIONSHIP by Totem M.C. at Aldergrove, B.C. Practice Sat., July 19. Entry fee $5, all entry fees go into the purse. Canadian license required. Info: Wally Sukaroff, 106 E. 35th Ave., Vancouver, (604) 321-1424, or, Kurt Lohmeyer (714) 522-6109, Maureen Lee (213) 597-7883.

JULY 27th

RIDING SCHOOL, SCTA, at Saddleback Park, 2455 Orange, Orange County, Calif. Info: (714) 639-5832.

CARLSBAD/CYCLE NEWS MOTORCYCLE CIRCUS COMING TO TOWN

AMA NATIONALS

June 7, 1969, Saturday
HALF-MILE DIRT TRACK NATIONAL CHAMPIONSHIP (Night), Louisville Downs Race Track, Louisville, Ky.

June 8, 1969, Sunday
115 MILE NATIONAL CHAMPIONSHIP ENDURANCE RUN, Black Mountain Enduro Riders, Box 142, Dallas, Pa. 18612.

June 13-15, 1969, Fri-Sat-Sun.
100 MILE NATIONAL CHAMPIONSHIP ROAD RACE, New England Motorcycle Dealers Association, Inc. Bryar Motor Sport Park, Loudon, New Hampshire.

June 22, 1969, Sunday
15 MILE NATIONAL CHAMPIONSHIP MINI ROAD RACE, Pittsburgh Racing Association, Inc. Heidelberg Raceway, Carnegie, Pa.

June 27, 1969, Friday
25 LAP TT NATIONAL CHAMPIONSHIP (Night), Howard Tiedt, Santa Fe Speedway. Hinsdale, Ill.

June 29, 1969, Sunday
HALF MILE DIRT TRACK NATIONAL CHAMPIONSHIP, Charity Newsies, Ohio State Fairgrounds, Columbus, Ohio.

Lions Roar For $1,000

LONG BEACH, CAL. —As the July 4th meet draws closer and closer tuning for the big event is starting to hit a peak in all classes. 39 entries showed on a hazy, warm day perfect for drag racing. Of these 39 most of the fellows are the "hard core", the ones that show every Sunday. Out of this group will come the winners on July 4th unless some of the street racers, road racers and just about anyone who is planning on making the meet start getting in a little practice. Drag racing like any other sport takes a lot of practice and concentration. So come on out, try the traction, learn the lights and meet your competition. Don't be caught short on the Fourth.

Speedway Tracks Blossoming In Southern California

By Mike Capalite

As the sport of motorcycle speedway racing becomes more popular with the American public, more tracks are opening up to give the riders opportunities to ride and a chance to make a living at racing. The first person to try to bring back class A racing was Wes Cooley about four years ago when the ACA was in its infancy. Wes was running short track races at Orange County Speedway and he invited some of the J.A.P. owners out to try their hand at reviving speedway, but the track surface was not a speedway surface, and so the idea died on the vine.

Then in 1968 Dude Criswell took out a lease on the Whiteman Stadium in Pacoima, Calif., laid down a track surface of decomposed granite and rock dust and invited the riders and sponsors out again. By this time, there was a little more interest and a number of riders and machines came out for the practice sessions. It was then decided to hold a race and the riders would gamble with the promoter and run for 40% of the purse no matter what it was. Twelve machines showed up and put on a very good show for a rather small audience, but it was a good show, so they decided to try again and the next one brought an even bigger crowd as the word got around.

The Rene Armenta of Trojan Raceway in South Gate laid down a cushion of rock dust on his track and started running on Sunday night with the type of program that is used on the continent. The crowds picked up here as well and it looked like speedway was going to prosper. There was talk of other tracks opening up, but the racing season ran out for the year.

In 1969, Dude Criswell again opened Whiteman Stadium on Saturday nights and has also leased the old Bonelli Stadium in Saugus to run on Friday nights. Another faction led by Jack and Cordy Milne has leased the track at Orange County Fairgrounds in Costa Mesa and will start racing on Fridays beginning June 13, which will make for two races on the same night and will split and already short field of riders, making for competition among promoters.

Also in the month of June, Criswell has announced that he will be opening a track south of the border to run on Sunday, so it looks like the riders will be able to run all weekend and pick up some good money.

Ole!!! Speedway To Run South Of Border

By Mike Capalite

Promoter Dude Criswell last week announced that he had completed arrangements for the running of Speedway races on Sunday afternoon in the Mexican border town of Tijuana, just south of San Diego. According to Mrs. Criswell the races will be run at the new sports Arena being build adjacent to the bull ring.

First races are to be held late this month to coincide with the arrival of the champion bullfighters from Spain when the city will be teeming with tourists and natives from the outlying areas. Bullfights will start at 4 in the afternoon and the sSpeedway races will begin at noon.

It is expected that they will draw at least 10,000 people, with the riders getting 40% of the action which could turn out to be a good piece of change.

Mr. Criswell is hoping to bring some of the speedway stars over from Spain to compete against the American riders as an attraction for the Mexican fans. This will also provide the first chance for San Diego area fans to see speedway racing without traveling to the Los Angeles area.

See'em Ride at SADDLEBACK PARK!

June 8 — ACA Motocross Semi-Finals
June 15 — Mini-Bike Meet; SCTA Riding School

Ride'em Yourself at SADDLEBACK PARK!

Open 9-5 daily, except Tuesday and Wednesdays
Admission $2.50; Juniors & Minis $1.50

Miles of Trails Acres of Fun

Box 2455, Orange Cal. 714/639-5832

ALL NEW BAY MARE SMOOTH & FAST

OVERNIGHT CAMPING OK

Gigantic Trophies

Get acquainted with the all new Bay Mare Ranch. The most exciting spectator attraction since HO-ZAY WAZOO went over Niagara Falls in a bath tub.

For rental & info. call Dave (213) 348-3349.

Limed from Ventura Fwy. at Moorepark offramp — 1000 Oaks.

Special ATTRACTION Hill Climb also Side Hacks

8:00 a.m. Practice
9:00 a.m. Racing

ALL CLASSES
$2.00 Entry
$1.25 Admission
Kids FREE

JUNE 8

HUNTINGTON BEACH
CYCLE PARK
Motorcycle Racing
2nd & 4th Sunday Every Month
NOW Running Regularly
all classes — H.B. Park points
For info call (714) 897-4458

SATURDAY NIGHT MOTOCROSS
Presented by CMC
Fontana Raceway
13444 Foothill Blvd.
Fontana, Cal.
(San Bernardino Fwy to Etiwanda-east)
New Graded Course
JUNE 7th
BIKES ONLY
NO— Dune Buggies
Better Lighting
CASH for Experts
250 & 500 classes only
Championship Trophies to Juniors
Gates open 4 p.m. — racing 7 p.m.
3 large readable # plates
$5.00 post entry
All riders covered by Ins. (CMC memberships required)

FREE DISCOUNT COUPON (present at box office)
BOTH DAYS: $4.00
Carlsbad/Cycle News
Motorcycle Circus
June 14 & 15, 1969
Admission prices: Saturday $2.50
Children 4 to 12 years old: $1 both days (no discount)
Overnight camping: FREE
$2.00) With This Coupon:
Sunday $3.50 With This Coupon $3.00
WITH THIS COUPON
Prices include FREE pit passes

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You'll Always See It FIRST in **CYCLE NEWS**

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Survey

MILNE BROS. TO PROMOTE SPEEDWAY RACES

Jack and Cordy Milne, one-time Pasadena messenger boys who became wealthy winning world and national championships in Europe, Australia and the United States, today signed a lease to promote night motorcycle speedway races at the Orange County Fairgrounds, Costa Mesa. First of the Friday night weekly 20-race programs will be held June 13.

"We're reviving the broadsiding sport so popular on the Pacific Coast during the 30's when there were a dozen tracks operating in California," said Jack Milne. "This is spectacular short track racing using fast English, Swedish and Czechoslovakian bikes burning methanol. We intend to develop inter-city team racing and to bring the world champion from London's Wembley Stadium here for international competition in the fall."

Crowds as large as 80,000 attend this type of racing in England with a league system of 20 tracks. There also is racing of this type on the Continent and behind the Iron Curtain. Riders in England are bought, traded and sold like in American baseball leagues.

Other speedways in the Fairgrounds circuit are Pacoima, South Gate and Gardena while other California tracks expected to start are in Oakland, San Francisco, Fresno and San Diego.

THE RUMOR MILL

Kawasaki's rumored 4-cylinder bomb waiting in the wings in case it's needed to beat the Honda 4 is said to be a V-4 four stroke.

Suzuki is going to enter the 3-cylinder market with a 750cc triple 2-stroke.

Honda's long awaited 250cc motocross model is a double overhead cam single that weighs 375 lbs. (Grunt).

LONE PINE AWAITS HIGH SIERRA TOURISTS

Roads to Long Pine, Calif. will be filled with motorcycle tourists making the 14th annual High Sierra Run, sponsored by the Ace of Clubs M.C. June 7th and 8th. The Victor McLaglen Motorcycle Corps will perform and over 40 of the 100 trophies will be custom designed.

There is no official start, and the finish at Municipal Park will stay open until 1 p.m. Saturday. The trip should be another fine one for all. See the ad in this issue for all the information.

FEDS PRESSURE OUT CONN. HELMET AMENDMENT

The bill to amend compulsion out of Connecticut's helmet law failed to pass last week after a warning that "The U.S. Highway Safety Bureau would consider the amendment a step backwards in highway safety. Therefore the Bureau would not be able to approve Connecticut's safety program." It was inferred that this would jeopardize nearly $10 million worth of federal highway aid to the state.

VIRGINIA ASKS HELMETS FOR CARS, TOO

A report from Virginia claims that a bill was introduced requiring compulsory helmets for car drivers and passengers, truck drivers, bus passengers, farmers who drive tractors and of course, motorcyclists.

ILLINOIS HELMET LAW UNCONSTITUTIONAL

Justice Thomas Kluczynski of the Illinoise Supreme Court ruled May 28 that the helmet law is unconstitutional. He referred to a previous decision in the AMA vs. Davis case. He overruled the conviction of Don Fries, Belleville, Ill. Fries lost his drivers license and incurred heavy expense in fighting his case. Cycle News was among the contributors to the Don Fries Fund. The state now has 21 days to file for a rehearing. We have heard conjectures that there is no plan for the state to do this. If so, the Court's decision will be effective in three weeks.

VOICES OF THE WEST

HORNNNNN

Let peace reign supreme again amongst North & South. Our last smoke signal in regard to late (by two years) trophies for Greenhorn, has been finally and promptly answered and our complaints are satisfied.

Lest I be understood in an inappropriate manner, and my intentions misinterpreted, let me hasten to assure you never would I stoop to such a low blow as marker removal. I must add, though, my threat (made in jest) brought such quick results, it is no wonder our students utilize idle threats to gain fulfillment of their goals.

It is my sincere hope that Greenhorn (and its' sponsors) thrive in the future, and may all the protests be resolved as efficiently as min.

JOE PYLE
Orangevale, Cal.

CORRECTION NOTED

We read with interest your coverage of the Cherry Creek H & H Race (May 20th issue), however, the motorcycle on which I took first place in the 250cc class and second place overall was a Kawasaki.

General Implement is the distributor and I am their sales representative for Kawasaki motorcycles in the Utah/Idaho area.

We felt you would want to make this correction in your next issue.

ROGER V. HALL
Sales Representative

COMMENT: Yes, and we already did. See page 5 Vol. VI #20.

YEA AL MARK, BOO AFM

I was at a A.F.M. meeting last night and I also read Al Marks article in your paper. The A.F.M. is mad at him and Tom Finlay wants to take his license away from him so he cannot ride anymore. I think it's about time somebody said something. When somebody gets killed it's pretty important. I'm glad he said what he did cause I believe him. I would like to give you my name but I am afraid they would take my license too.

A.F.M. MEMBER
Venice, Cal.

AFM SEEKS INDICTMENT FOR EDITORIAL

With regard to the "Guest Editorial" by Mr. Al Mark, appearing in the May 20, 1969 issue of Cycle News, the AFM does not choose to comment publicly at this time on any portion of the allegations made in the aforementioned article.

It is the intention of the Home Office to seek a formal indictment against Mr. Mark, under AFM Rules, for a violation of Chapter VIII, Section 1-3 of the General Competition Rules. That section states "Any act or proceeding prejudicial to the interests of the AFM or a local chapter thereof.....shall be deemed a violation of these Rules."

As Mr. Mark will have the opportunity, under current AFM Rules which prohibit arbitrary suspension of any member or license holder without that person first having the right to appear on his behalf before the judicial body considering any action, to present and produce witnesses and documentation on his behalf before the National Competition Committee appointed body that will act as the court in this prosecution, we hope that any future public discussion will be withheld to prevent unfair clouding of an already clouded issue. As in any judicial matter, uninformed speculation without all of the facts at hand could result in unfair slanting of the case against Mr. Mark.

An official transcript of the court findings will be available after completion of the proceedings to any AFM member upon request. In any case, the judicial proceeding will be open to any person first obtaining permission to appear from the Home Office.

In fairness, I must request that if this letter is to be published, it be published in its entirety.

THOMAS R. FINLAY
Executive Secretary
A.F.M.

MISS WASHINGTON TO BE TROPHY GIRL

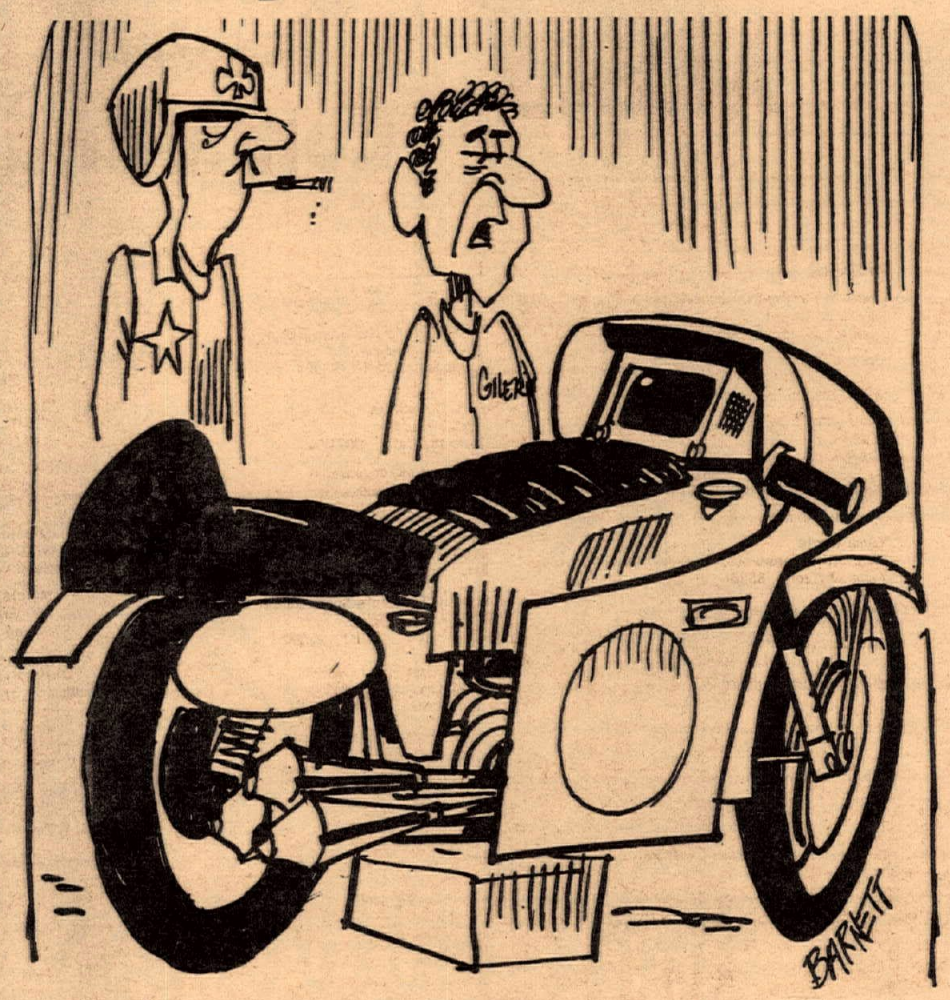
Lucky Spokes trophy queen will be Miss Washington, Joyce Stepanek, at their June 15 event.

June 15 Miss Washington (Joyce Stepanek) will present all of the winners their trophies at the Lucky Spokes Scrambles.

Races start at sign-in early. Practice is at 12:00 noon. Big race, big trophies. For information write P.O. Box 77, Brush Prairie, Wash. or phone (206) 687-2178. Lucky Spokes M.C., P.O. Box 77, Brush Prairie, Wash. 98606.

Invite Someone You Like to The Carlsbad/Cycle News Circus

Carter Cops Fin For Funny Finish



"I know you're on Wide World of Sports, but you'll just have to wait for a rerun!"

A Florida reader, T.E. Carter of Largo in the Sunshine State, ran off with the win from all the western gagsters in this month's "Finish the Funny" contest. To Mr. (Miss? Mrs?) Carter goes a hearty hawhaw and our check for $5 first (and only) prize. It was a toughie this time, funnie fans, but as usual readers' sense of humor came through in the stretch and picking the winner was difficult as ever.

Some of the runners-up:

"...Take one heckuva long extension cord!" – Joe Flores, Anaheim, Cal.

"...You'll like this, Neevil. The radar screen gives complete terrain coverage while above the clouds!" – T.P. Cody, Belleville, Nebr.

"Well, I guess there's no sweat if you only ride during commericals.!" – Phil Pszenny, Santa Monica, Cal.

"Where are you going to put the antenna?" – Monte Lawson, Coalinga, Cal.

"I have to turn on Highway Patrol... It's my favorite!" – Dennis Roth, Maywood, Cal.

Norton WINS AGAIN

DESERT

Shamrock Enduro – 5/4/69

1st Open Expert

Tom Maxwell - Norton

Sandblasters European Scrambles – 5/25/69

1st Open Expert

Tom Maxwell - Norton

TT SCRAMBLES

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DRAG RACES

Lions Drags – 5/25/69

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Moulders & Reese - Norton Commando 'S'

C Street

Moulders & Reese - Norton Commando 'S'

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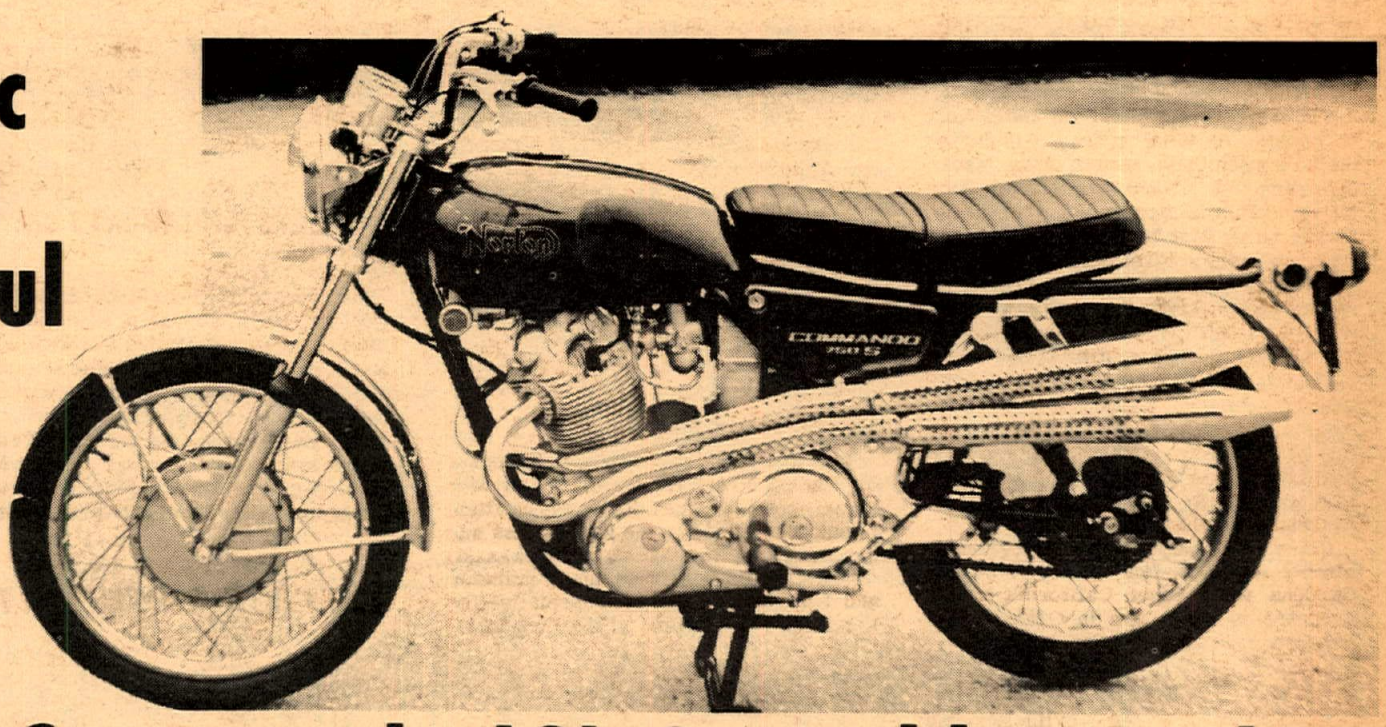

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★★ AMERICAN KEETER SPEEDWAY BEATER ★★

By Peter White

LONDON, Wednesday, May 14—American rider DeWayne Keeter had his most successful meeting to date when he topped the score charts at Leicester speedway last night.

He was riding as reserve for Leicester in a British League match against Oxford. From four starts he notched 11 points which was equal to his team mates Ray Wilson and John Boulger.

Boulger and Wilson have been in devastating form this year so Keeter's performance was meritorious indeed!

Race promoters are confident DeWayne Keeter will make the grade in England.

His points came from three wins and a second placing. The latter was in his first ride when he was paired with Norman Storer (Leicester) against Pete Seaton and John Bishop (Oxford). This was a special heat for the reserves and Keeter finished behind his team mate, which meant he was actually paid for a win.

Keeter in action for the Leicester Lions at Westham Speedway in London, England.

Next time out he easily defeated Leo McAuliffe, a former English international rider. Further victories then came at the expense of Peter Jarman, a seasoned British rider, and Rick Timmo, a promising New Zealander.

Final match score was Leicester 64; Oxford 24.

After the meeting Mr. Ron Wilson, the Leicester promoter, said "We are delighted with DeWayne's score. He is showing gradual improvement week by week. If he keeps it up our team will be on a winner.

"However it must be noted that Oxford are not a particularly strong team as compared to some of the others in the league and on two occasions DeWayne was helped home by Boulger, who excelled himself in the art of team riding.

"Nevertheless it showed Dewayne is now becoming used to our track and as he gains experience on the different away circuits about the country, so his points average should creep up. We are now confident he will make the grade here in Britain."

Keeter has been using the Leicester track spare in every meeting so far. His own Eso is still being freighted from the States. This has been a slight handicap but by using his own handlebars and footrests, he has managed to accustom himself to the bike.

Injured American Speedway star On Way Home

By Peter White

Severely injured American speedway rider Chuck Jones is on his way home.

Since his accident at Sydney Showground in January he has been undergoing treatment in the spinal ward of the Royal North Shore Hospital, Sydney, Australia.

Jones suffered a fractured vertebra which resulted in almost total paralysis.

The road to recovery has been slow and arduous but at last he is beginning to make progress. He is now out of traction and for the past three weeks he has been getting about in a wheelchair.

On Saturday, May 3, Chuck stood for the first time, although he was aided by splints on his legs and supported by nurses. His legs have come on fine but his arms are taking a little longer.

He has great faith in his own ability to make it, and has been encouraged considerably by the news that he is almost ready to tackle the plane journey home.

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WORLD SPEEDWAY SCENE

By Peter White

Speedway in Europe is a major spectator sport involving, on a large scale, countries such as Great Britain, Poland, Sweden, Czechoslovakia, Germany, Norway and Russia.

It is also staged in Japan and Australia, only to a lesser degree, and at other outposts such as Holland, Italy and France at irregular intervals.

It is in England, though, that it all happens. Here complicated league and world championship systems are conducted along highly efficient lines and the country generally provides the basis of speedway life for the other European nations.

How It All Began

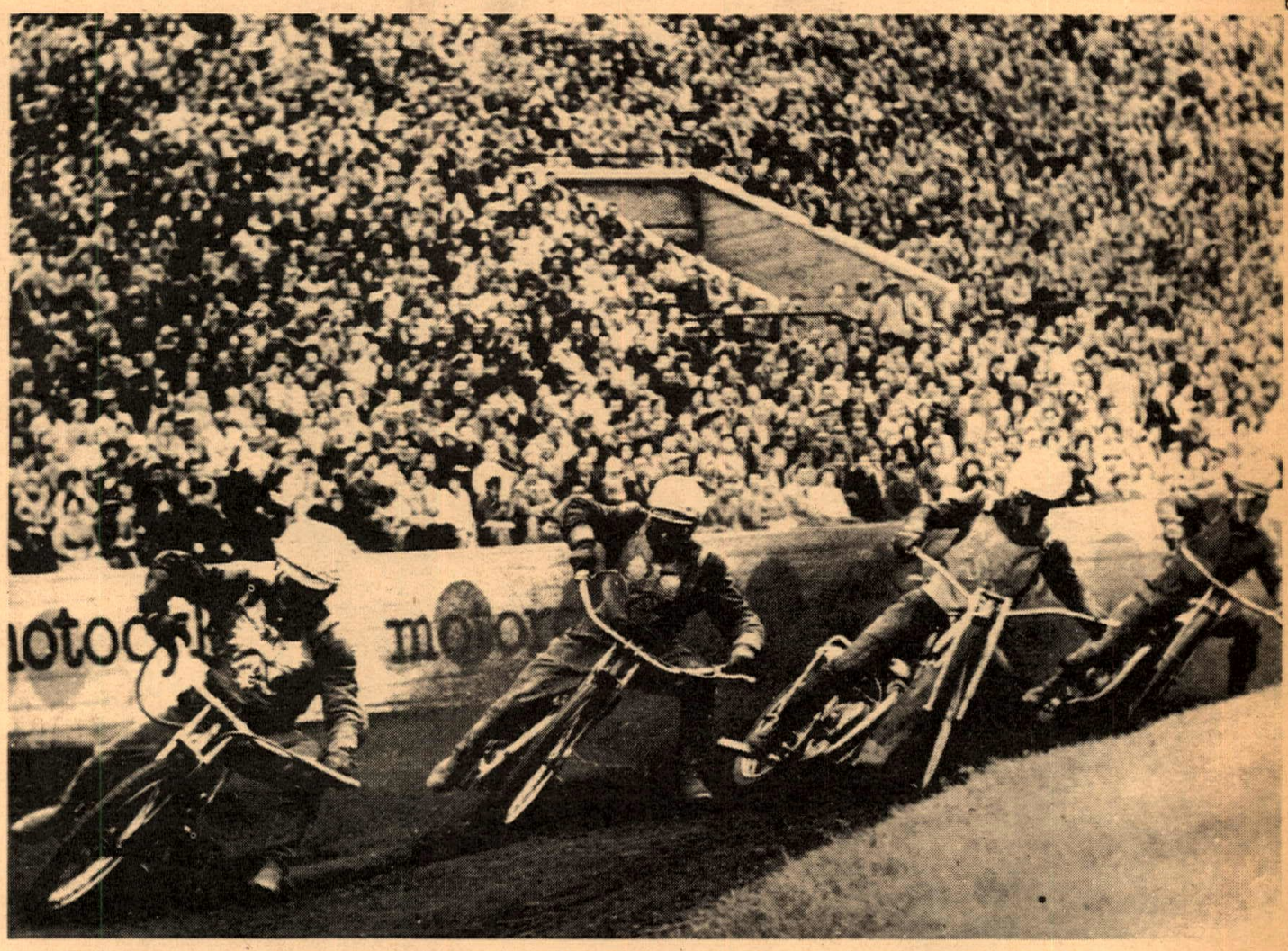
Speedway was introduced to the world in 1928 when a band of adventurous Australians sailed across the seas to show the people of London an exciting new form of motorcycle racing they had discovered.

It was an instant hit. This wild, woolly and dangerous sport of slinging a stark naked motorbike around a narrow, circular ribbon of dirt at full speed.

At first it was all "Open" racing with the top competitors such as Billy Lamont (Australia), Frank Varey (England) and Sprouts Elder (U.S.A.0 demanding up to 100 pounds sterling ($580.00) per race. Then as more tracks opened a league system was developed.

Being such a small country, it was found possible to have a score or more tracks operating on different nights of the week with riders from each circuit opposing each other in team racing.

The British people clamor for the chance of supporting their own team so with the birth of a league system the success of speedway was ensured.



Both pictures on this page were taken in Poland. Crowd sizes attest to the popularity of this sport behind the Iron Curtain.

How Speedway Is Scored

For the uninitiated, speedway (or dirt tracking as it is sometimes called) takes place on closed circuits ranging from 300 to 400 yards in length and oval in shape. Surfaces are usually of shale chippings or finely graded cinder.

Races are run over four laps with four riders competing. Points are awarded on a 3,2,1 basis for placings.

In team events two riders from each team ride in each race. Thirteen heats are run and match results are decided by the team scoring the highest number of points with two match points being awarded to the winning team and one point each in the case of a draw.

The league championship is decided accordingly on the number of match points gained by a team. As it is usually possible to win on their home track, it is important for a team to clinch victory away from home in order to top the league table.

However, in speedway it is the skill of the rider that counts. Machines, which have no brakes or gearbox (they are either E.S.O. or J.A.P. bikes), are all standard with engines limited to 500cc.

At present there are two leagues running in Britain. Division 1 and Division 2. There are nineteen teams in the senior division, ranging from Glasgow (Scotland) to Exeter (South-West England) to Newport (Wales). In London alone there are three tracks: Wimbledon, West Ham and Hackney Wick – all steeped in history and providing the most exciting sport possible in the metropolis.

In the second division there are sixteen teams. Again covering the country from Plymouth in the South-West to Berwick, north of the border in Scotland.

Needless to say they are all money making concerns with private individuals setting themselves up as promoters. They in turn are governed closely by the Speedway Control Board which keeps a sharp eye on the administrative side.

With seven riders to each team, and the majority of them depending on speedway for a living, it becomes a complicated business.

How To Make It To The Top

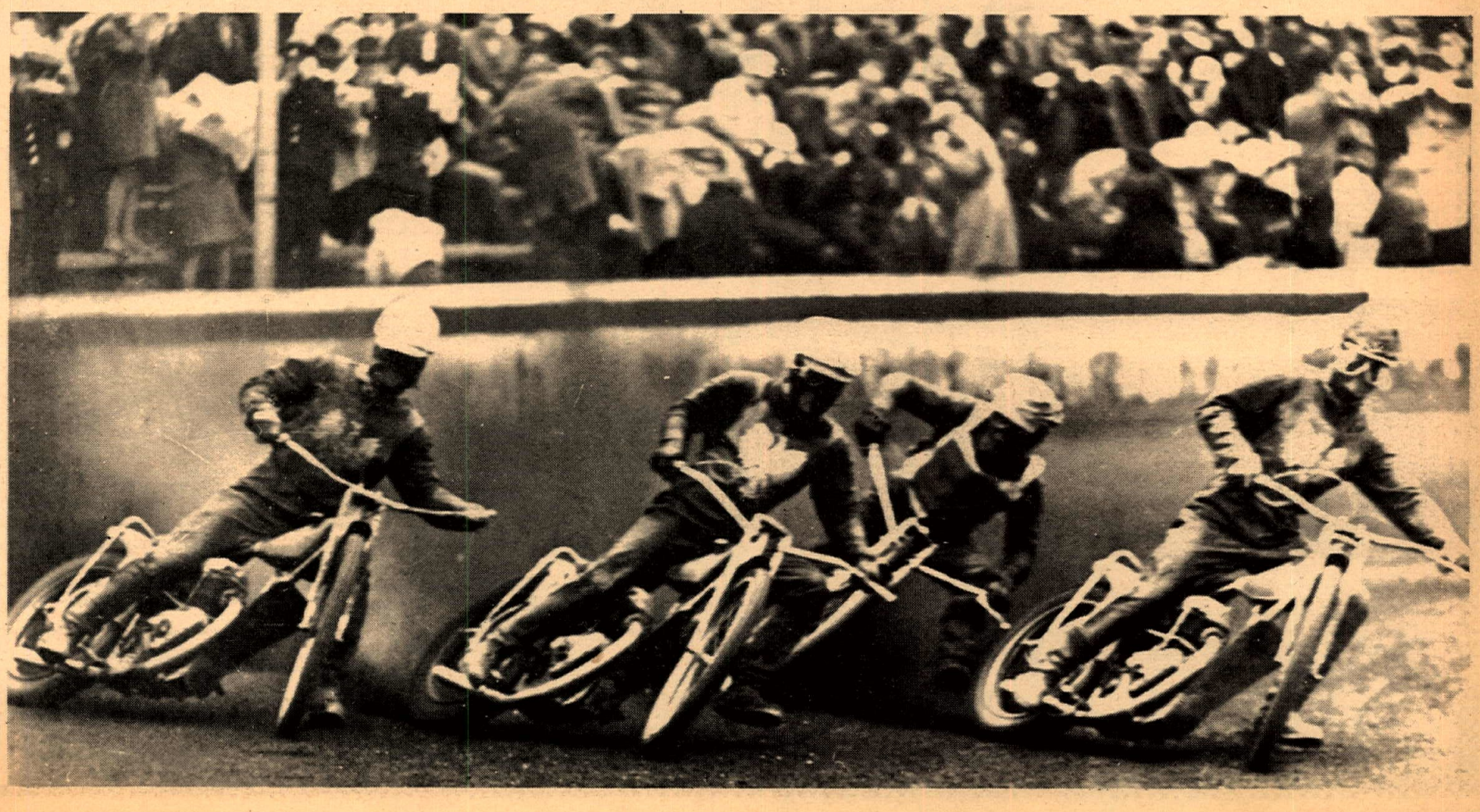
It is however, all professional and any rider, no matter what part of the world he hails from, with any sort of ambition of being a speedway star, automatically turns to England.

There is nothing to match England when it comes to the opportunity of learning speedway. Youngsters from everywhere head here. Australia, New Zealand, America, South Africa, and Europe. Riders reach a certain standard in these countries. Then their thoughts turn to bigger things and the ultimate ambition, to be World Champion.

Experience has shown there is only one way to climb to that furthermost rung of the ladder. That is to compete regularly in British speedway. The season runs from March to October and the competition a rider meets in this time is fierce indeed.

The world's best compete regularly in Britain. Like Barry Briggs (New Zealand, five times a world champion), Ron Moore (New Zealand, twice a world champion), Olle Nygren (Sweden, a runnerup in the world championship), Jim Airey (Australian champion). Plus a host

(Continued on page 8)



WORLD SPEEDWAY Cont'd.

of Englishmen who are so good on their own tracks it isn't funny.

Apart from the domestic league competition which is the backbone of British speedway, there are also numerous individual events, international test matches and the world championship rounds.

One of the more famed individual trophies is the Internationale, held at Wimbledon, London on Monday, May 26. Sixteen of the world's best riders competed for a new speedway bike donated by W.D. and H.O. Wills, cigarette manufacturers. Current holder is Englishman Nigel Boocock.

This season (1969) there are an abundance of "Test Matches" involving England. First they race off against Australia, then they face New Zealand, later Sweden tours against them and finally they meet Poland. Speedway is truly an international sport.

World Championship

Two hundred and forty riders, of 18 nationalities, will be contesting the 38 qualifying meetings which lead up to the Final of the Speedway Championship of the World which this year will be staged at Wembley on Saturday, September 13.

Another five-time world champ, Ove Fundin of Sweden.

The British zone of the competition has the highest number of competitors – 101 – who will be drawn from the Australian, English, New Zealand, American, Scottish and Welsh riders competing in Division 1 of the British League.

These riders will contest three qualifying rounds each, the top 32 progressing to the British semi-finals with the leading eight scorers from each semi racing off the British Final at West Ham on Tuesday, August 5.

The leading six scorers from the British Final will join the top ten from the European Final (scheduled for Olching, West Germany on Sunday, August 24) in the World Final at Wembley.

Before the European Final, continental riders face similar tough qualifying rounds.

Sweden has the highest number of entrants in the Noric Zone: 65. Sixty-four contest Swedish qualifying rounds at Gothenberg, Vetlanda, Boras and Avesta. The top eight from each meeting will contest three Nordic Zone meetings in Sweden when they will be joined by two Danish riders, one from Finland and seven Norwegians. Five riders from each of these meetings will join reigning Nordic Champion Torbjorn Harrysson in the Nordic Final at Norrkoping, Sweden on Wednesday, June 4 with the top eight point scorers progressing to the European Final.

Continental qualifying rounds will be contested by four riders from Austria, two from Bulgaria, 12 from Czechoslovakis, eight from East Germany, five from West Germany, six from Hungary, 12 from Poland, 12 from the U.S.S.R. and three from Yugoslavia. The rounds will be held in East Germany, West Germany, Hungary and Yugoslavia.

The top eight scorers from the meetings at Hungary and West Germany will contest the Continental semifinal at Slany, Czechoslovakia with Poland staging the other semifinal between the top eight scorers from East Germany and Yugoslavia. From both semifinals, eight riders will progress to the Continental Final at Ufa, Soviet Russia on June 29 with the top eight in this meeting joining the top eight from the Nordic Final in the European Final.

The Speedway Scene In Russia

A little over a decade ago speedway didn't exist in Russia.

Four years ago they emerged to challenge the world. And challenge they did, for they almost conquered it.

But now, sadly, Russia has declined to rock-bottom as far as being a speedway power goes – A perfect example of the rise and fall of a nation in international speedway.

When the sport commissars projected the country into speedway they planned world domination. They projected themselves with determination and utter dedication at this one aim. They had done it with other sports such as ice hockey, rowing and athletics.

Five-time world champion Barry Briggs, (Swindon Club).

So when they hit speedway the whole scene, from Sydney to Stockholm, received a tremendous boost.

The Russians first turned their attention to dirt tracking with their neighbors the Poles started setting the international scene alight.

Then it was the old Soviet story. Secretly they built tracks, mostly in the Ufa, Lvov region. Surreptiously they milked information and knowledge from other countries. Fanatically they selected the pick of their motocross and scrambles stars and mercilessly trained them to speedway brilliance.

They didn't let the cat out of the bag until they were sure they could compete on level terms with anyone, anywhere. 1961 saw the dawning when an ex-truck driver from Ufa called Igor Plechanov qualified for the World Final at Wembley. He displayed great skill and dash and has been their leading rider since.

Obviously the Russkies meant business. They piled tremendous resources into their bid for speedway glory. Each rider became state-sponsored; each was presented with at least two perfectly maintained ESO bikes. They always carry expert mechanics and unlimited spares. In their own country they are heroes.

After Plechanov, came Boris Samorodov, a spectacular speed merchant on both ice and cinders, who won fourth place in the World Final at his very first attempt. And Gab Kadirov, known as the Russian beatle because of his mop top hair, ice racing champion Gennady Kurilento and others.

In 1964 the Russians emerged from their Iron Curtain cocoon as a team and toured Britain. They rode three tests. Well over 50,000 fans witnessed them. They were classics – the West versus the East. Masters against pupils.

Britain won two matches easily. The third was a very narrow thing. Enough to prove the Russians had arrived as a major speedway power.

English International Martin Ashby competes in a world championship qualifying round.

New Zealand's Ivan Mauger is the current world champion.

At the World Final that year they were the most successful nation collectively, with Plechanov second, Samorodov fourth and Kurilenko seventh.

Then they went on to meet the super-Swedes, unbeatable on their own tracks. And they walloped them. Which even the British couldn't do.

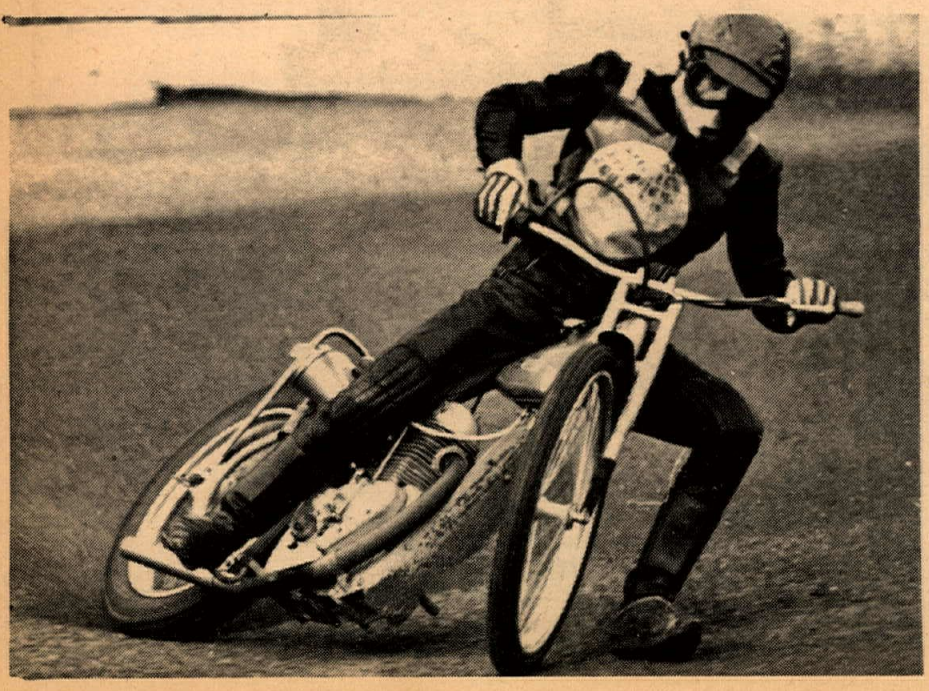
But that was the limit. From then their supremacy, if it could be called that, declined rapidly.

In a return match against Britain they were trounced. Their world championship chances faded as Plechanov aged.

Now they are almost outside the world's top six dirt track nations.

They have a long tail with no obvious replacements for Plechanov and Samorodov, whose careers are slowly drawing to a close.

Unless they come up with some startling new prospects the future of Russian speedway at international level looks bleak.



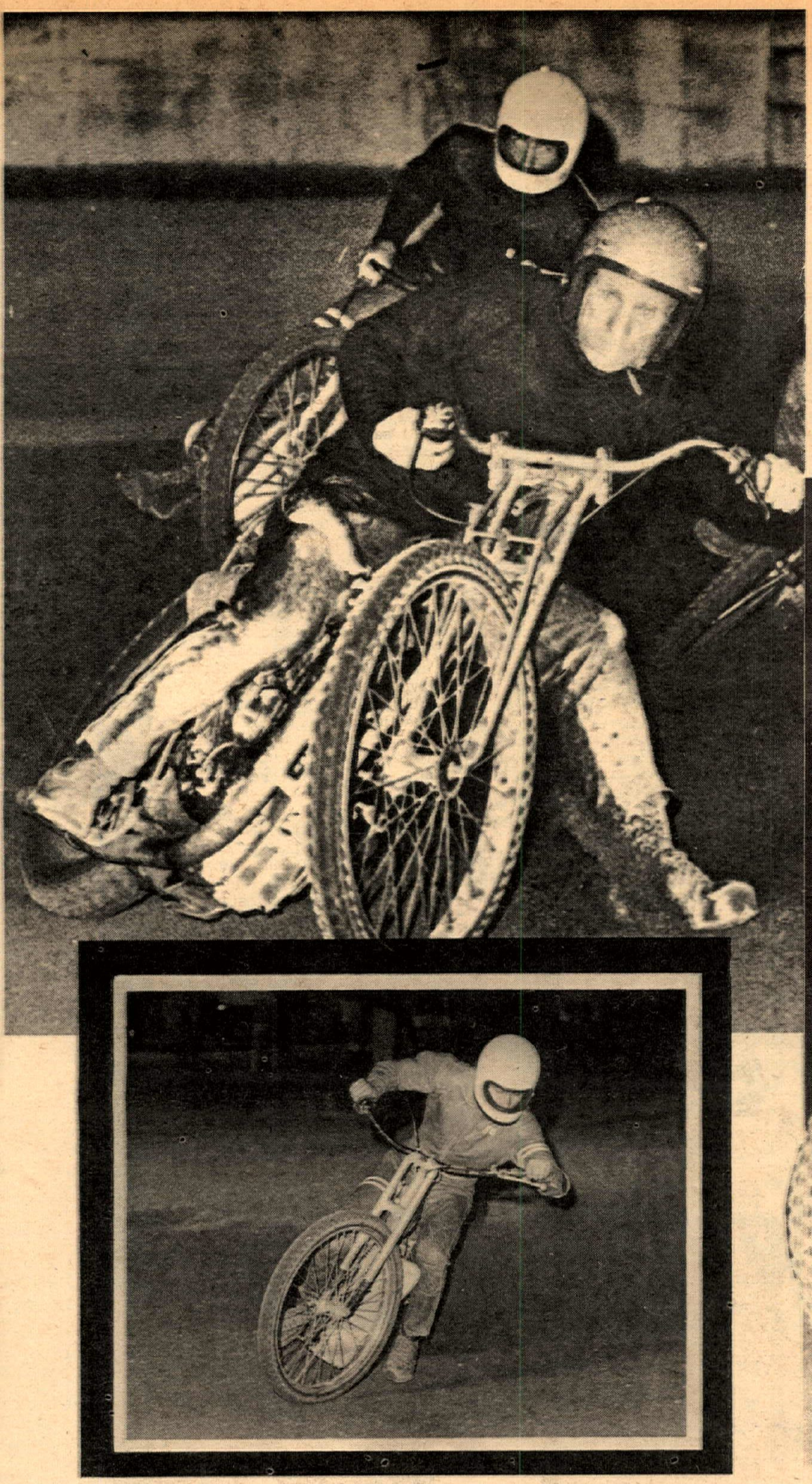
Sverre Harrfeldt is considered Norway's top rider.

Ex-truck driver Igor Plechanov has been the Russian team's best rider since 1961.

★ Speedway Pictorial ★

Photos by Dennis Greene
and Dan Mahony

Counterclockwise, beginning at the top left, "Wild Bill" Todd returns to action and leads an unidentified rider; Steve Bast, bottom left, is considered by some to be the biggest threat to a repeat U.S.A. championship by Rick Wood. Bottom right and top right, Barry Briggs, five-time world champion. In the picture at left, Barry is astride a specially prepared 1969 BSA put together by Gene Rhine of Milne Bros. in Pasadena. Barry won some Daytona flat-track events on the speedway bred machine.



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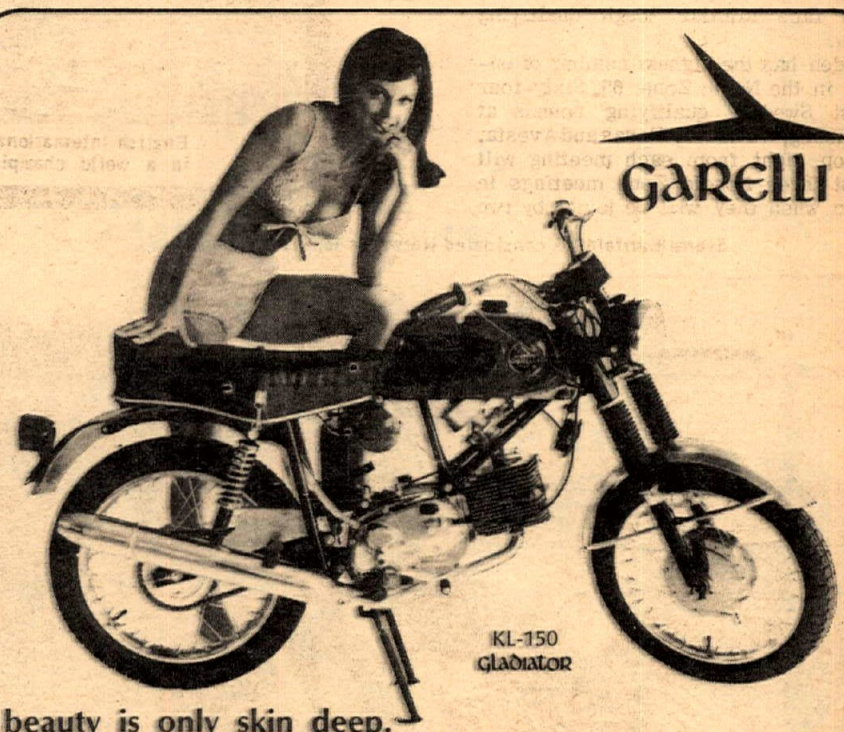

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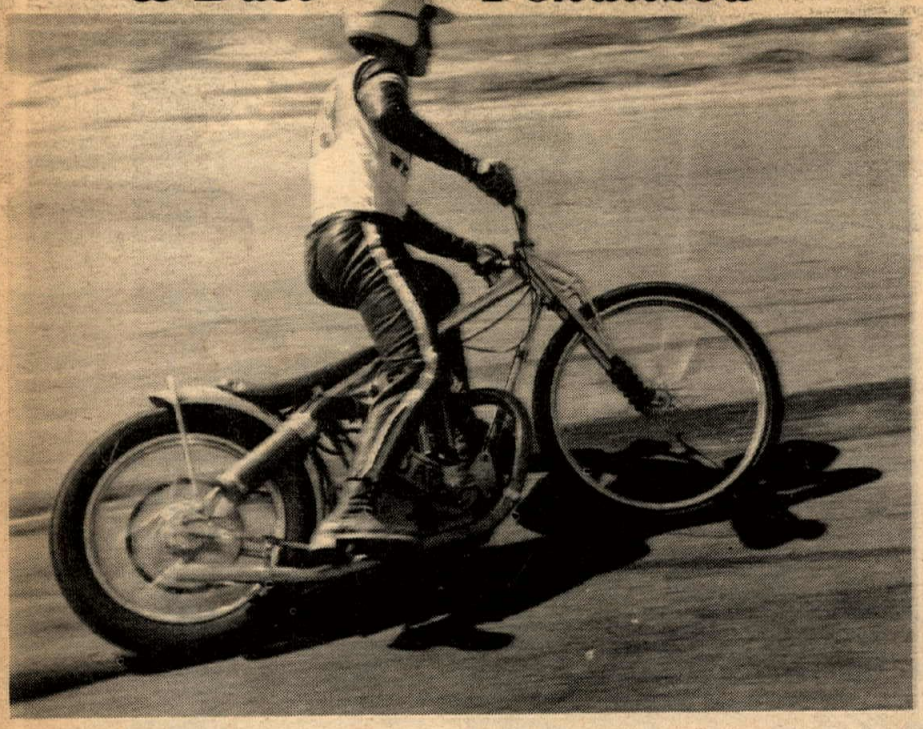
Nutter Cashes In As Woods & Bast Penalized



By Mike Capalite

SAUGUS, CAL., May 30 – The lure of an $850.00 purse guaranteed by promoter Dude Criswell for the Memorial Day Speedway races at the Saugus track was enough to get even the calmest riders a little edgy on the starting line.

Peanlty threats kept the starts under control until the first Semi where Rick Woods, due to an unusually slow heat race time, was lined up next to Steve Bast, along with Norm Elledge and Jack O'Brien. As they pulled to the line, Steve and Rick both blasted through the starting tapes and lured Norm Elledge along with them, O'Brien being the only one to remain on the line. Swining around again, they again went through the tapes with Jack still remaining legal.

On the third try they finally got off an even start and Woods and Bast put on a battle that was a joy to watch with Rick holding the lead and Steve fighting alongside to take it away but not quite able to do it. The finish was Woods, Bast, Elledge and O'Brien, but the win was given to O'Brien as the only one not breaking the tapes. This announcement in the pits was greeted by screams of wrath and torrents of verbal tears in the camps of Woods and Bast, but by cheers from the rest of the competitors. Although Woods

(Continued on page 22)

ZENGER TRIUMPHS IN OREGON STATE CHAMPIONSHIP ENDURO

By G. Robert Schwarz

LEE'S CAMP, ORE. May 18, 1969 – Sunday was a wet day for the Oregon State Enduro Championship sponsored by the Lobo Motorcycle Club at Lee's Camp near Tillamook, Oregon. On the previous day, with fair weather and temperatures in the mid-eighties, 81 riders showed up ready to enjoy the kind of riding that is at its best out in the puckerbrush. Mother Nature and her weather often plays tricks as she did today, she caught about one-third of the riders without adequate rain gear on this 78 mile run. If nothing else, the wet ones gained a lot of experience in finding out that sometimes you can't even trust Mother Nature.

With confidence, one of the older riders (almost as old as this "silver fox") confided that his pipeline has it that the first half is like a road tour with a little creek here and a puddle there and that you'll really have to ride this dude with the brakes on most the way. The truth of the matter is that this was absolutely right up to the first mile after the start. Right off the bat the riders found out that not only Mother Nature and the weather have fouled some riders, but also the two nitwits who laid out the course. Real soft! You bet! First it's up a short, steep pitch that no bike without a few ponies could pull and then a mile later, blasting through two consecutive river crossings with boulders half the size of your front wheel. Outside of killing my engine about the only other thing that seemed important was the water in the top of my knee high boots while the idiot spectators on the bank chuckled to themselves, thinking "look at that silly schlock – can't even keep his engine going in only 3 feet of water".

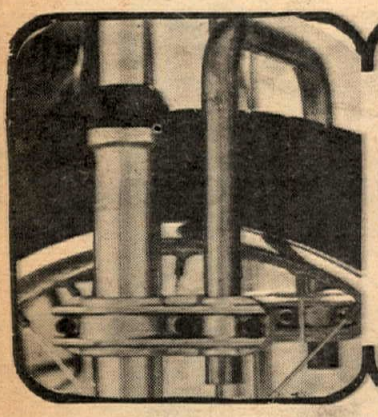
Finally, 8B, that's me, blasted off for the next mile or so until the sign by the road reading "5 mile check point". My speedometer said 2.8 and I thought "My gawd, the clod that laid this out must really be a rinky dink rider with a real fast gauge. Come to find out a mile later my high powered speedometer still read 2.8 miles. I've already lost one nights sleep riding this run under the covers, so more fretting isn't going to help win top honors. (Ha! So far the only honors this dog has ever won is contributing to the trophy that some other knothead wins. However, I will say that the exercise is stimulating. Big deal.) Well, I'm here, the bike is still running, got my rain gear, so might as well get my moneys worth. Off we go hugging the inside edge of what was an old road, dodging boulders, stumps and slides as the road climbs from near sea level to about 2,000 ft. elevation and into the clouds. And then – doomsville for about half the 81 riders. All of a sudden there was a push and pack hill that nobody – absolutely nobody could make unless they had a lot of speed, hung onto the horns and kept the throttle rolled to the wall. Small boulders and loose dirt on a 30 degree slope gives you about as much traction as riding your machine in a silver thaw. Finally, after 20 minutes and with a lot of help and tongue hanging out like a red necktie, my trusty 4 stroke single and I went on over the top and down to the gravel road, sliding the turns, leaping chuck holes and small washouts. This worked keen up to the point where there was a washout on the far side of a 180 degree curve. (Fortunately, I am quite flexible and adjust easily to such change, including racked handlebars).

At the 30 minute noon stop I decided to ride along with some other club members for company since I was more or less on a lark without a speedometer. We four took it very easy watching the one man who had a speedometer that was still operable. (At this point I'm not sure he really knew what he was doing but at the time he looked good). As the run progressed we got into some good stuff that stood on its ear and had a few nice switchbacks and good traction (i.e., no downed riders to buzz over). We zigged and zagged up to the crown of a hill that was loose and rocky. Not many made it over without push and pack and, of course, there was a live check right at the top. After our group collected itself at the summit and gulped a few chestfulls of air, we had one bike with a rear shock bent about double from having looped and crashed into a big rock. Oh boy! The rigid frame days are back and we've got 20 miles to go yet. Up we go, further into the clouds and rain to the point where visibility is less than 30 feet. After wandering around aimlessly, feeling for the trail markers in the trees, the run eventually started losing elevation in a hurry. Nearly 1500 feet down through the peckerpolls and brush with moisture laden branches and leaves swiping at your face and neck every inch of the way. Finally, at the bottom we came to another river. To the left was what appeared to be the natural trail through still, clear water. Someone once told me that still water runs deep. Since water is wet and does not encourage the performance of my engine, I thought perhaps I should think seriously about an alternate route. Sho nuff! Hang to the right, shinny down a short steep rock slope and wash la! we've got white water. Boy! am I glad I took a second look at that water crossing. The rider about 5 minutes ahead of me took the obvious route on his Greeves and could easily have used his handlebars as a snorkle if he had had it hooked up that way. Since he didn't, it was a case of spending a half hour drying and raining the machine out before it would light off again.

Finally we blubbered into the finish, had a little "stump juice" and, for some strange reason, everything seemed to be not so bad after all.

Only 15 of 81 riders completed the course with Jerry Zenger on a 650 Triumph being the overall winner. (But than I didn't need any overalls anyway).

(Results on page 27)



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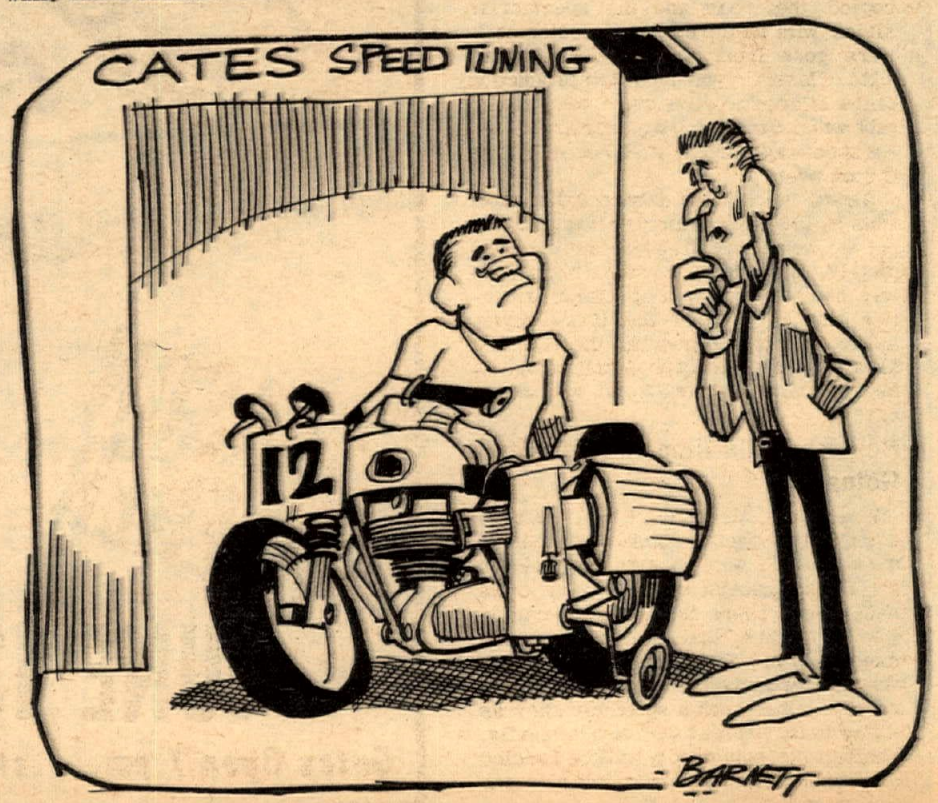
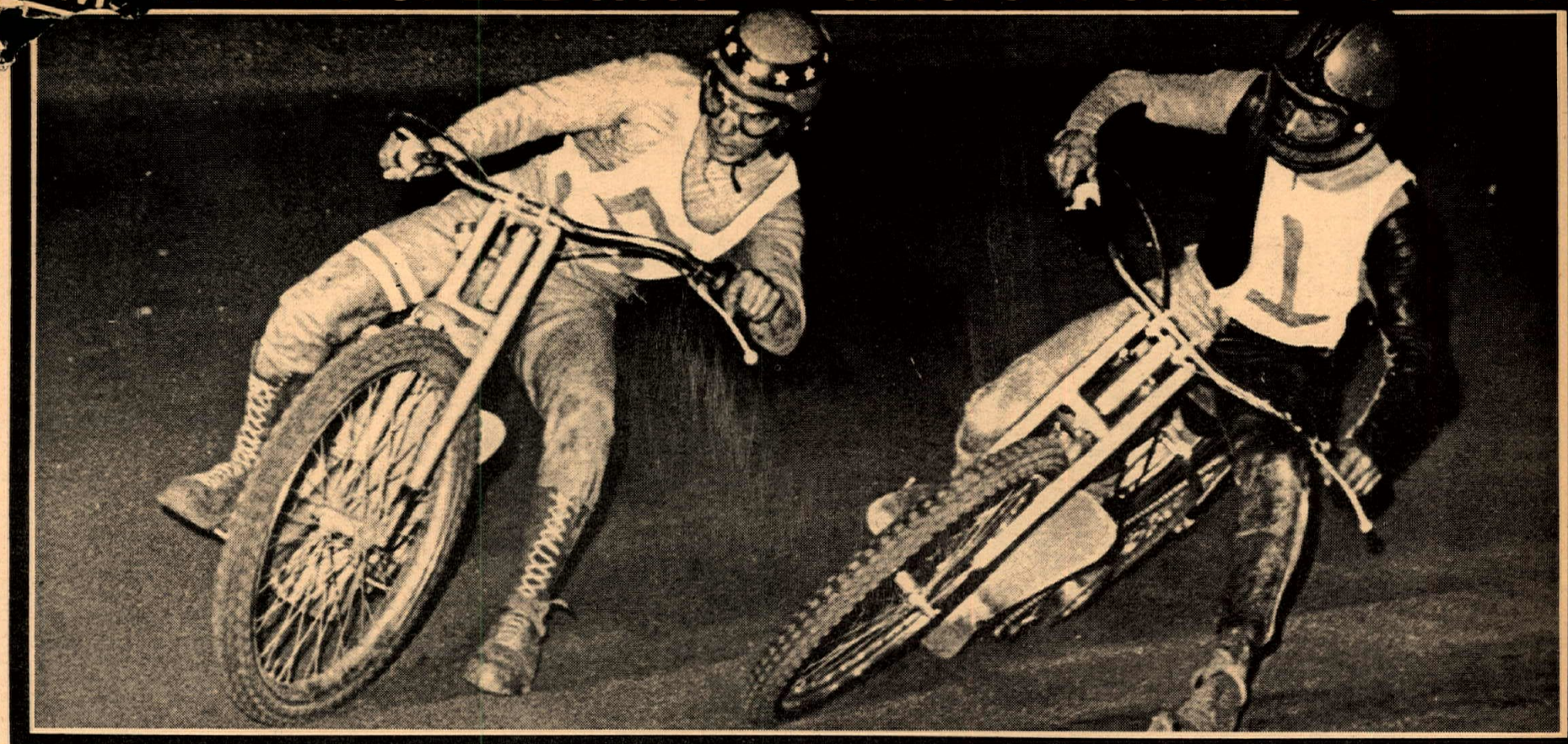


"MAYBE WE COULD LEAN LESS ON CARBURETORATION!"

AMERICAN SPEEDWAY Where it seems to be at



Jim Nicholson, left, and Paul Conserrierre.

Where It Seems To Be At

The speedway machine is the essential motorcycle. It is only two skinny wheels and a giant motor, wired together by the skimpiest frame, controlled by divining rod handlebars. It has a throttle, and sometimes a clutch. But there is no gearbox, no brakes, and practically zero conveniences for the rider. The speedway bike has one footrest on the right side and occasionally a hook on the top frame tube to grip the rider's right knee during slides.

The kind of action speedway racing provides is of the same essential nature. It is entirely man versus man, for the machines almost always are capable of more performance than anyone can use. The action takes place in the turns, and ideally, the speedway is oval shaped allowing for one big turn, around and around for four laps per race.

Accomplished speedway artists circle the track in a bunch, often touching each other, as they manipulate their handlebars hard on right lock in one big perpetual save from flag to flag.

Speedway racing was big time in the U.S. during the depression-trodden 'thirties and even shortly after the war. America produced speedway world champions (see Jack Milne profile in this issue) and the races packed 'em in seven nights a week. Special speedway machines such as the Harley-Davidson and Crocker motorcycles were manufactured in this country for the sport.

Where Did It Go?

Then it all ended in the U.S. Why? The best answer we can find is that, as racers improved their skills, someone discovered how to get around the track faster without crossing up. Soon everyone copied the style and the spectacular slides with their resultant rooster-tails were gone from the show. After that, AMA Class C type modified production races offered a better show, plus a certain amount of brand name rivalry. Class A (speedway) racing died out and Class C took over.

There was a lean period from about 1959 to 1965 in speedway racing throughout the world, but it never died out completely. There is no mystery why speedway has survived as a spectator attraction, nor any wonder that it is enjoying a strong revival now in the U.S. It's always been a purely professional show—fast paced, hotly raced and well showcased.

Now That It's Here, Where's It Going?

Where U.S. speedway will go from here is anybody's guess. Already promoters are planning a western circuit to take in L.A., San Francisco, Seattle and points in between. There is talk of a portable speedway track, that can be set up and taken down in a few hours and used anywhere. Certainly the men who manage to put together such a speedway show as is now being planned will cash in heavily. Whether the opportunity will be handled to its profitable conclusion only remains to be seen.

EXCITING ACTION PACKED
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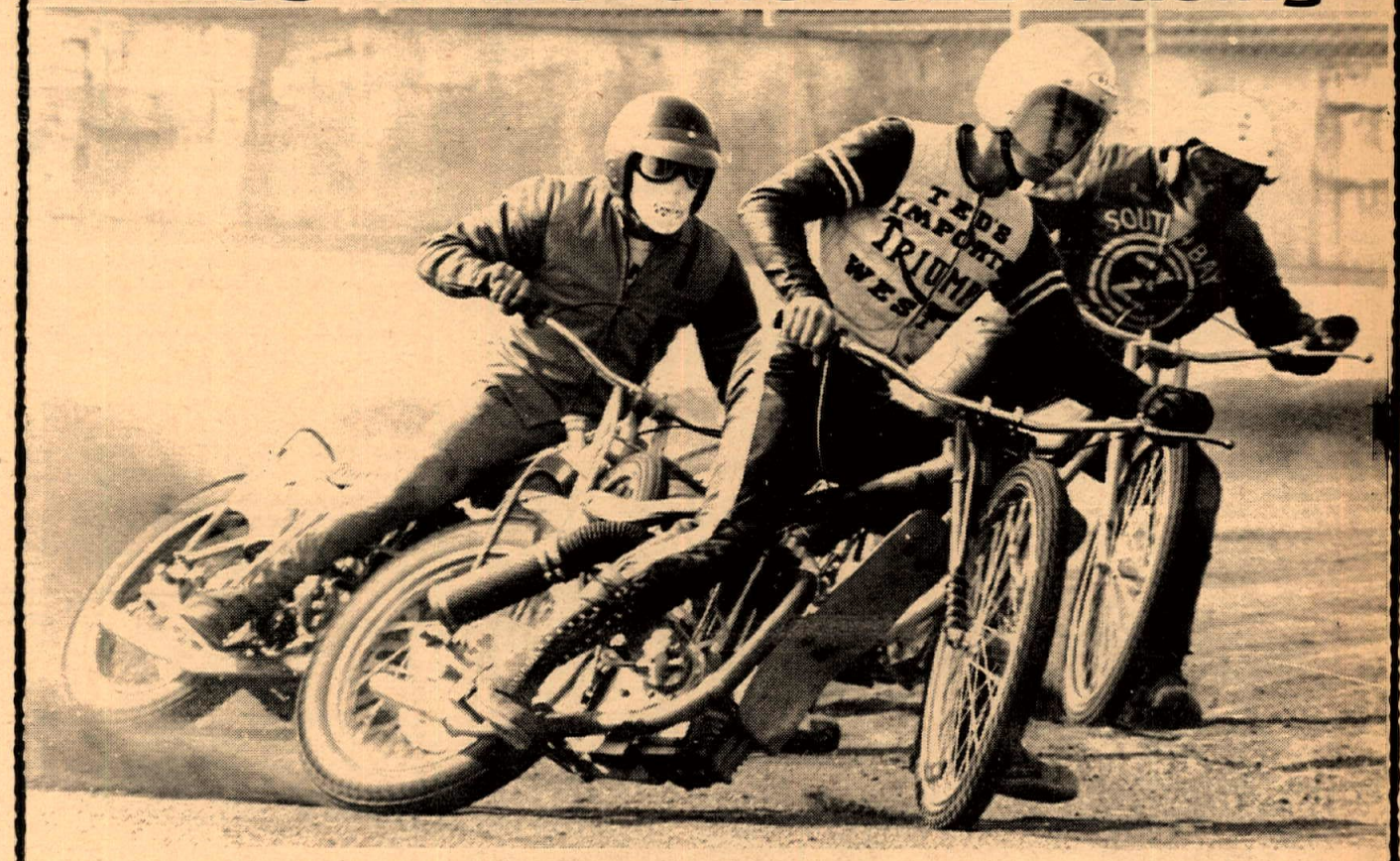

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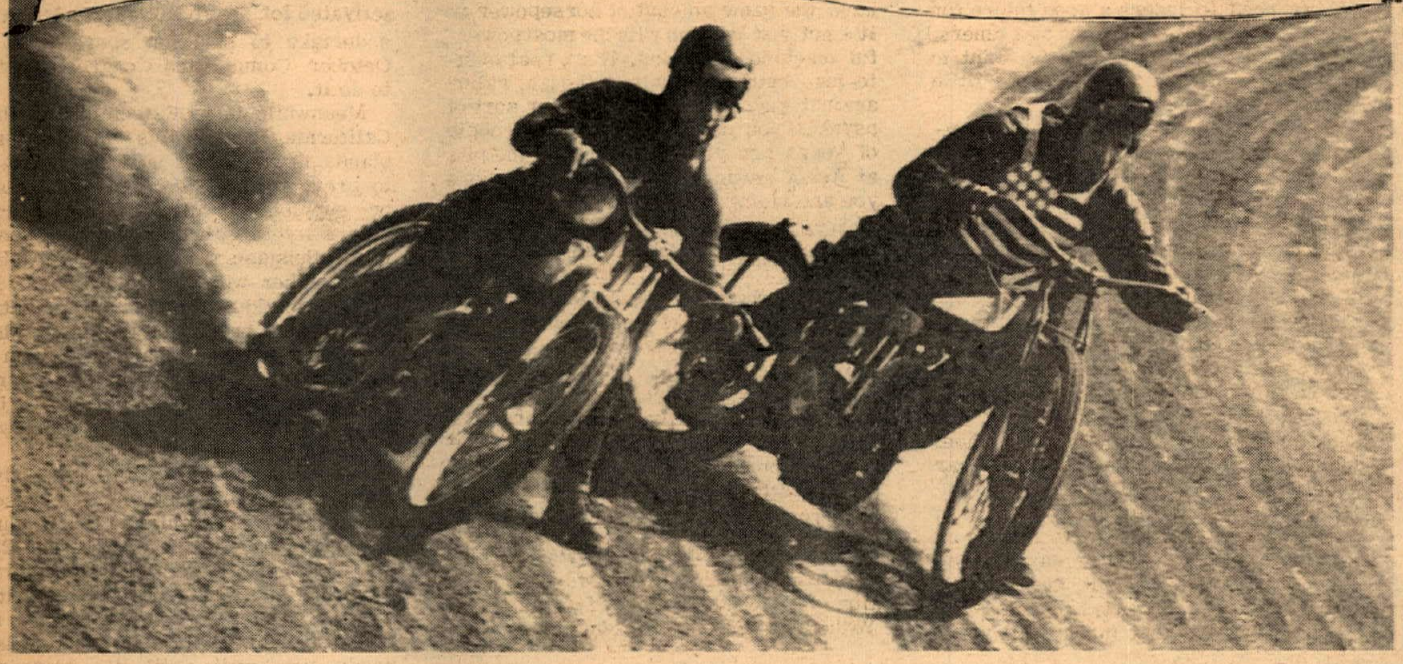
Speedway Captivated Thousands In The Thirties



Jack Milne, on the inside pole, won the World's Speedway Championship in 1937. Here he races against the then current champion, Von Praag.

By Eric Raits

JACK MILNE WAS THE BEST speedway racer in the world in 1937 and held the World's Championship to prove it. We could think of no better authority to tell you what speedway racing was like in the past so we drove out to Jack's motorcycle dealership in Pasadena for a talk with the personable ex-champ.

Speedway racing was big in the thirties, not only in Europe but here in America as well. Tracks dotted the country and riders toured the "hamburger circuit" as it was called. The good ones, like Jack, made a pretty fair living.

Jack was the best there was in 1937 and runnerup in 1938. He was number one in the States and went to Australia and England to challenge the finest in the British Empire. Jack and a few other Americans left an impression on the "Pommies" that remains to this day. The British motorcycling press still says from time to time, "Give those Yanks a few years at Speedway racing and they'll trounce our boys." Jack remembers people saying, "Those bloody Yanks are mad. Look at how fast they go!"

Jack says he had three good years of riding in America under his belt before he went to England. "The reason we did well was that we were used to riding small tracks and big tracks and every size in between," he said.

There were enough tracks in California that a man could ride seven nights a week, traveling from San Diego to Sacramento. "We would load up a trailer with a bike for each of us and a spare and head for the next race. It was kind of a grind though; this was in the days when freeways were unheard of and it was a four or five hour drive from Los Angeles to San Diego." Jack shook his head and grinned.

"We raced in places like college tracks, the same places foot races were run, and there were even races held in Yankee Stadium." 30,000 people showed up for some of these Gotham races until the Baseball Commissioner put a stop to it. Probably because Speedway was outdrawing baseball in 'The House That Ruth Built'.

"Motorcycle riders [illegible]acers were looked down on even m[illegible]ack then but the fans used to come [illegible]watch race." Jack continued.

There was even a championship ra[illegible] held at the Los Angeles Coliseum according to Jack.

The quality of racing wasn't the same all over the country. "There were easier pickings back east but the money was on the west coast." Jack stayed on the west coast.

Speedway races were good places for celebrities to be seen and photographed. Some of them were real fans though, Jack remembers Clark Gable and Andy Devine as being true devotees of the cinder tracks.

The light speedway machines were much the same then as now. High compression ratios, around fifteen to one, burned alcohol at a terrific rate. The American races featured running starts and there was no need for clutches. Jack remembers the first time they arrived in Australia. It was a long boat ride, "A nice vacation, really, but when we got there we found the Aussies raced from a standing start. We unloaded the bikes and raced that night. They changed to a running start until we could install clutches."

From Australia they went to England where Jack skirmished until the outbreak of World War II put an end to racing.

Jack has changed little from the days he was number one, except maybe to become more affable.

Interest in the sport declined slowly and the tracks closed down one by one.

"Things run in cycles and the people grew disinterested. Television kept them at home in the early fifties," said Jack.

Speedway racing has enjoyed a real upsurge in England in the last four years and is rising in popularity in southern California. Two tracks are running weekly programs locally, one in Saugus and the other in Pacoima. Jack thinks the speedways will be big again and is opening another track in Costa Mesa June 13th.

"Motorcycling needs races in clean, attractive surroundings a guy can take his date to," said Jack.

He believes the foreign riders are better than our Americans right now but with a few years of steady riding we could easily compete with their best.

"All the Americans need is three or four good tracks and a regular circuit and the better riders could make a living. As it is now most American racers work five days a week and ride on weekends. In England there are many who can devote all their time to racing. There is no lack of ambitious and able Americans who would like to be full-time professional racers."

Jack believes that he and others like him could provide that opportunity again.

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BAST, WOODS, "WE LOVE SPEEDWAY" NUTTER, HASEROT

By Eric Raits

WHAT IS THE DIFFERENCE between speedway and flat track racing? Why do some riders prefer one over the other? Why are European riders supposedly so much better than Americans at this sport? What does American speedway need to make it the big attraction it was in the thirties when fans, as many as 30,000 of them, jammed Yankee Stadium to watch championship races?

We went to Whiteman Stadium Saturday night to answer these questions in the words of four of America's best Speedway riders.

Steve Bast, Rick Woods, Sonny Nutter, and Greg Haserot read like an all-star lineup of cinder racers.

Steve likes speedway because, "It's different. It's a lot safer than flattracking. (This was minutes after Steve was involved in a spectacular pile-up that sent Larry Heinselman to the hospital with a broken collar bone). There is more seriousness. The close competition. These are reasons why I like speedway more than anything else."

About the future of speedway, Steve had this to say: "We need more promoters and more riders. More people would ride if bikes were easier to get and if parts were cheaper. I see a good future if everything can get together."

Steve is a member of a famous racing family and has been an Expert for four of the six years he has been racing.

Rick Woods has raced in Australia and New Zealand. We asked him how he did against some of the best riders in the world on their home grounds. "I won the last race I was entered in, otherwise, I learned a lot."

Rick says, "The difference between the Aussies and the Americans is that they (the Aussies) are crazy. Just crazy. They leave the throttle on all the way around the track and the tracks are bumpy and have puddles right in the middle of them."

Rick told us that Australian Ces Platte is coming over here in July. Ces holds the track record at Showgrounds, Sydney, the track where Chuck Jones was severely injured last year. He has ten years experience.

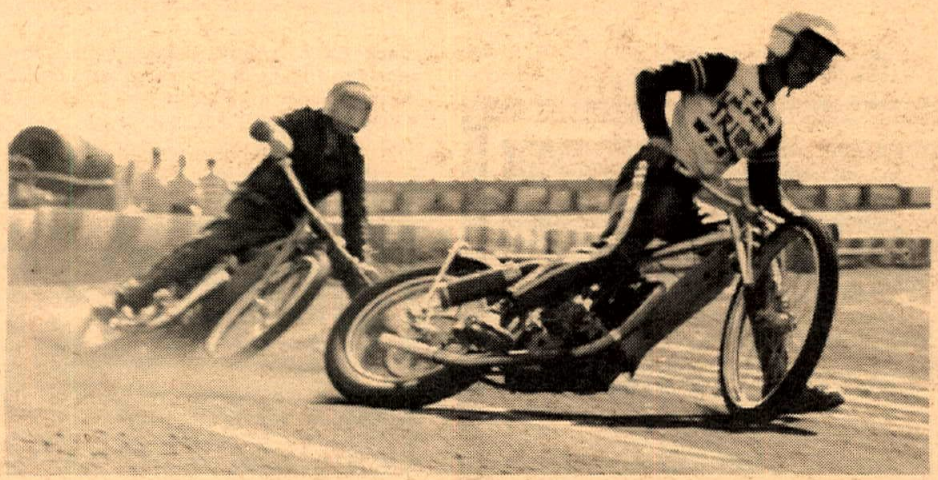
Rick continued, "Barry and Ivan came over here last year, (Barry Briggs, four-time World's Champion, and Ivan Mauger, current champion) and set all kinds of records. We've already broken their records so it should be a different story the next time they come over. I broke their record here at Whiteman, then knocked it farther down, and then Sonny Nutter broke it and holds it now. All we need to insure a good future for speedway is more sponsors and tuners. There is no lack of guys who want to ride and would do a fine job with a little experience."

Sonny Nutter, California State Champion, is proudest of holding the track records at both Whiteman and Saugus Speedways.

He put his like for speedway racing bluntly, "It's more fun and less dangerous and I'm better at it. It's the only kind of racing you can slide a lot."

Sonny is learning to ride standing up. He explains the advantages of riding "European style": "Sitting down, you get the rear wheel around to a certain point and down you go. Standing up you lean forward and steer the front wheel and you don't give a damn what the rear wheel does."

Sonny, owner of a motorcycle shop in Santa Monica, wants to go to Europe as soon as he's ready. He says, "The Europeans not only go fast, they have the ability to pass in a crowded pack. Most of us don't have that much skill yet."



Jack O'Brien chases Sonny Nutter through a turn. Nutter is one of the chief challengers for Rick Wood's Speedway Championship title this year.

Steve Bast comes from a family of racers and rides bikes sponsored by his father.

Rick Woods has raced in Australia and New Zealand and is the current United States Champion.

Greg Haserot would be happy to ride as many nights as there were tracks available as long as it didn't interfere with school. He is attending Rio Hondo Jr. College and studying to be a technical illustrator. Greg went into detail about the attraction of speedway. "I got my interest from seeing my brother Bruce, sliding around that track and I said, 'That's for me.' I like speedway because it's so specialized. You can't just get on and ride. It takes a lot of ability and the best parts of it are the closeness, the action, and the amount of thinking you have to do. All the bikes have the same amount of horsepower so it's not just the man with the most powerful machine who wins. It's a real man-to-man battle. I'll admit though, riding against guys like Sammy Tanner sort of psyches you out. You feel like a couple of years ago you were down in the pits at Ascot getting his autograph and here you are riding against him!"

Greg says the big difference between the Americans and Europeans is that we don't get to ride as many nights in the weeks as they do. "We need more promotion, more tracks to ride on and we'd be competitive with anyone."

Will speedway get its feet off the ground and be the giant it was? It's anybody's guess really. The riders are willing and even anxious and with the help of some aggressive promotion and regular attendance we might yet see the true renewal of this grand old sport.

WHO SANCTIONS SPEEDWAY?

In America the answer to that question is, nobody. Nobody yet, anyway. Without a responsible sanctioning controller, speedway may not have a chance to grow and prosper. AMA used to sanction Class A type speedway events in the U.S., but their rules have been deactivated for nearly 20 years. AMA would undertake to sanction speedway if the October Competition Congress decides to do it.

Meanwhile Jerry Fairchild, a southern California electronics manufacturer, stands ready to set up an organization to prevent conflicting sanctions, supply or supplement officials and organize riders into a saleable program. Speedway enthusiasts and promoters SHOULD get together with the "old timers" like Mr. Fairchild and form an organization. This is one branch of the sport where the young stars can learn a lot from the experienced hands. Fairchild was a mechanic for Jack and Cordy Milne, U.S. World Champions and Pete Colman when he was a top speedway star.

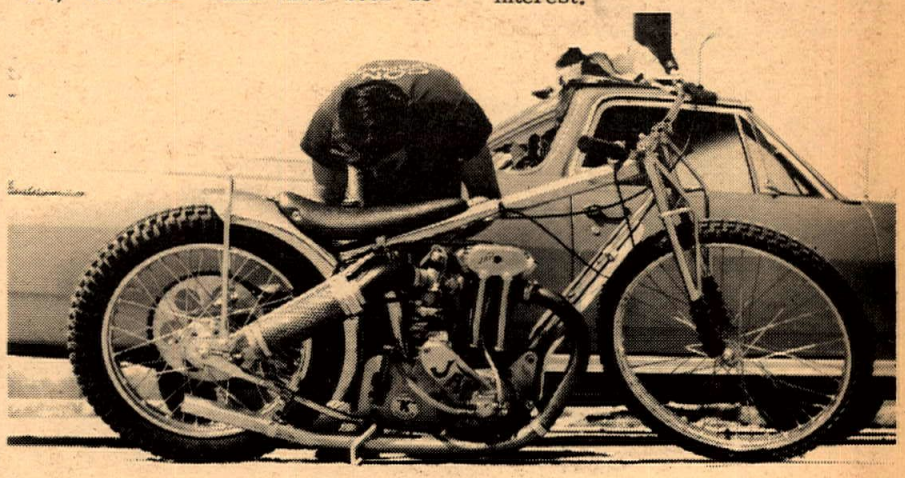
People interested in getting speedway together on a paying basis are urged to contact Jerry Fairchild at 125 W. Union St., Pasadena, Cal. 91101 (213) 449-2265 or 681-4588. Fairchild just returned from England, where he found the British stars all eager to come to the U.S. and ride. He had to tell them the U.S. isn't ready yet; wait until it's organized.

BIKES WERE BADDER THEN

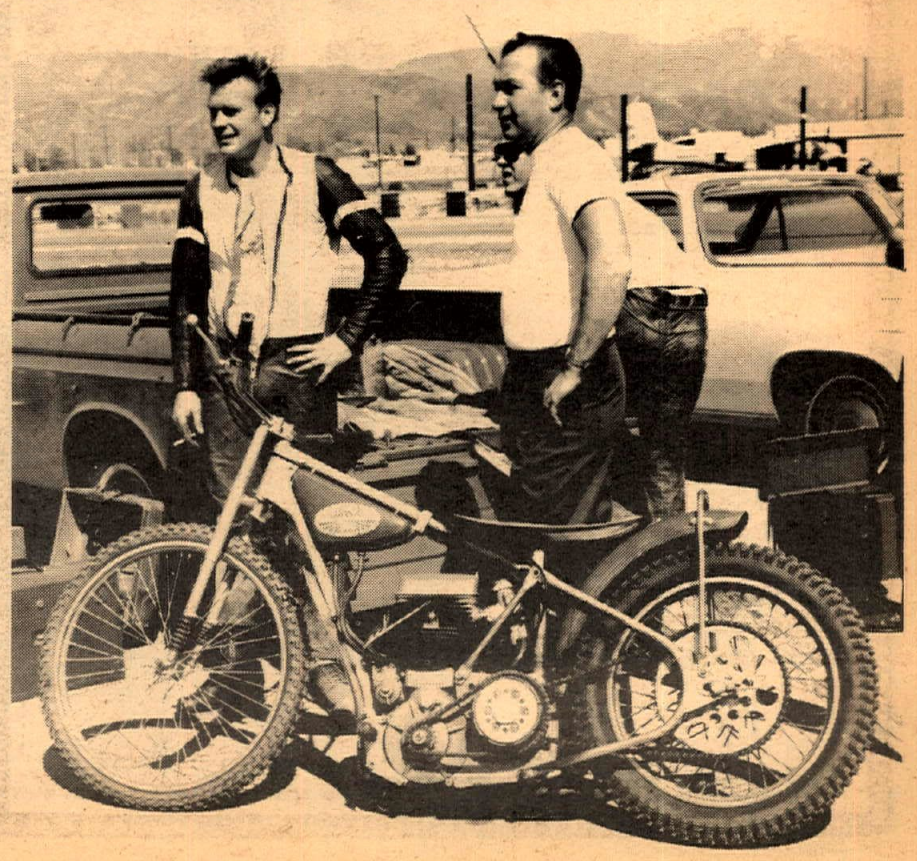
Mr. Pete Colman, chief executive of the BSA-Triumph operation in the Western U.S. recalls that speedway racing at Los Angeles' Lincoln Park, promoted by Jack Milne and Floyd Clymer shortly after World War II reached an epitome that hasn't been equalled even now.

Bikes were as powerful then, but ultra-quick handling. "You could just think in a direction," Pete explains, "and it would go."

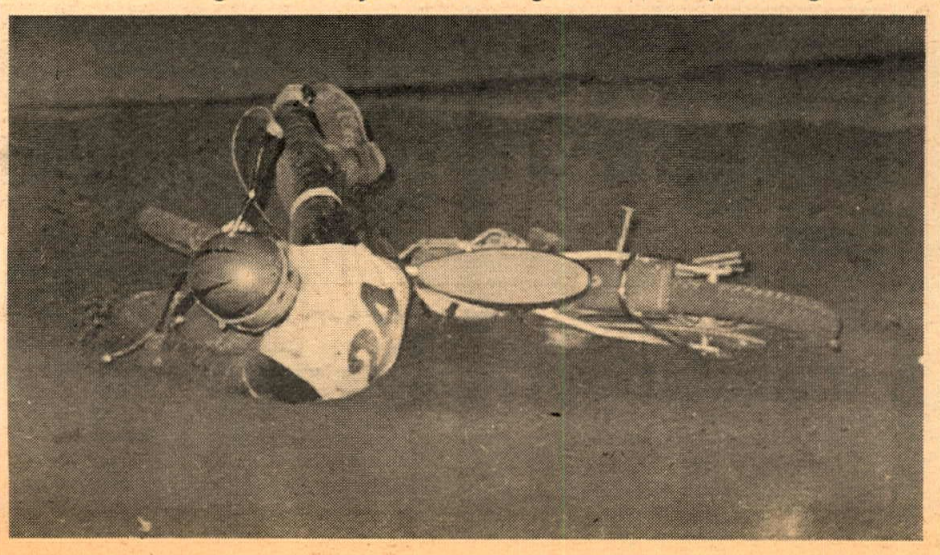
Colman's last speedway mount was built by Dave Hinze, an Australian master welder whose frame design set a standard that is still in use by every speedway bike. Lincoln Park bikes had a steering head angle of 72 degrees, 4-1/2" trail and engines 2" behind center. Current designs have 69 degrees of head angle, 4" of trail and the engines are set about one inch behind center. Colman's old bike is being put back into action with the upsurge in speedway interest.



Above: Sonny Nutter's spirited J.A.P. Below: Eso's and J.A.P.'s are almost exclusively used in this sport. Jack O'Brien and John Gibson stand behind an Eso.

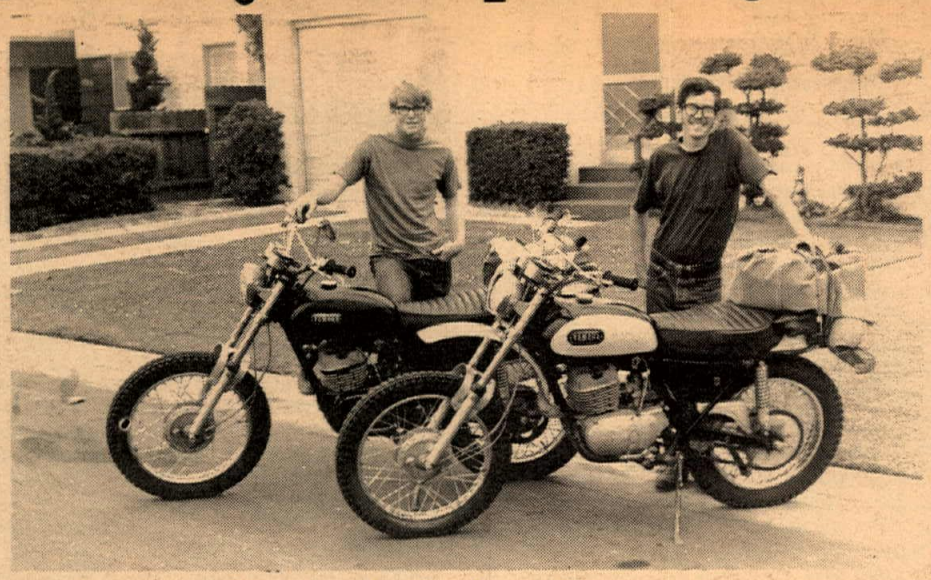


Learning how ain't easy... Jack O'Brien gets some on the spot training.



Boys Conquer Baja

By Bill Harmer



Left, Scott Fitch and Tom Markel, right with their trusty Baja mounts.

It was a chilly and drizzly morning in March as the two high school buddies headed their heavily laden Yamaha DT-1 Enduros away from their La Jolla, Calif. homes on an adventure that would take them over 1000 miles of the most torturous terrain on the North American continent. They had received permission from La Jolla High School, where they were students, to start their Easter vacation a few days early to allow them sufficient time for the adventure for which they had been planning and preparing for more than four years. Tom Markel, 17 and Scott Fitch, 16 were going to attempt to make the Baja Run.

The leisurely ride from San Diego to Calexico where they crossed the border into Mexico was uneventful, as was the 130 mile breeze down the San Felipe, a popular resort fishing village on the Gulf of Baja California. It was at San Felipe that the boys had "trained" for their trip, as over the years they had gone there with Tom's parents and then taken their little 80cc and 100cc Yamahas on cross country jaunts, using the village as their base. On one occasion they had ventured about 100 miles to Bahia de Los Angeles. They learned how to ride the treacherous countryside and what to carry and how. They also found that their little bikes were not strong enough nor powerful enough to give the performance that they thought they should have for dependability and the speed that they wanted to maintain. After checking several kinds of motorcycles, they decided on Yamaha 250cc DT-1 Enduros and never had reason to regret their choice.

The only variation that they deemed necessary was to change the standard gearing for one a little higher so they could maintain "Freeway" speeds.

After a seven hour run from San Diego, they arrived in San Felipe about 4 p.m. on Friday, March 21st, where they made their camp on the beach. The boys carried no food with the exception of a few pieces of candy. They decided to trust their luck at being able to buy "Tortillas and beans" along the route. They carried three extra gallons of gasoline, some spare oil and gallon of water on each bike. They also carried a bottle of halazone tablets to treat any water that they might get along the route.

Among other things, they carried sleeping bags, tools, extra pistons, a complete set of spare cables, inner tubes and spark plugs. They were to travel 1700 miles before they needed any of their emergency supplies. Thus, with what Spanish they had learned in high school, the young adventurers left San Felipe early Saturday morning on an adventure that has stopped grown men and sophisticated machinery.

They covered about 180 miles on their first day and noted in their log that nothing unusual or eventful had happened. Their stopping place was a primitive village called Punta Prieta. They were able to buy gasoline for their machines and some food for themselves which they carried outside of the village and cooked over a campfire.

They departed Punta Prieta about 7 o'clock on the morning of the 23rd with plans to reach San Ignacio. South of El Arco on a long deeply rutted sandy road, the boys were speeding along about 50 or 60 mph when upon rounding a blind curve, they met face to face with a pick-up truck. The ruts were a couple of feet deep and it was all they could do to get their mounts up and out after a lot of slipping and sliding. The Mexican lady who was driving the truck was frozen with fright to see the two machines hurtling at her. When it was all over, they exchanged smiles and waves and continued along their separate ways.

Evening found them at San Lino which the boys described as a suburb of San Ignacio where they bedded down for the night.

A mile south of San Lino, the road divides. One route goes by way of the Pacific Ocean and the other skirts the Gulf of Baja California. The boys made a mistake here and chose the wrong road which turned out to be the better way as they rode their machines for more than 40 miles over tidal flats on the Pacific side where they were able to skim along at speeds of 60 to 65 mph. They logged 166 miles and arrived at La Purisima about 3:45 on the afternoon of March 24th.

After a good night's rest they broke camp and headed south again. About 25 miles out of La Purisima in a stretch of the road that could only be described as "Polvo", the Spanish word for powder dust, Tom fell off his motorcycle three times in less than a mile. Needless to say, he was somewhat discouraged and was all for turning back, but Scott prevailed upon him to continue, and thus saved the expedition.

Tuesday morning, four days out of San Felipe, Tom and Scott thought they should just about make it to their destination, La Paz, Baja California. They checked their supplies and decided that they were adequate to get them into La Paz, so about 7 a.m. they started their last leg.

The day was uneventful, and as the last 130 miles were paved, they considered themselves already there. However, 25 miles out of La Paz, Tom's Yamaha sputtered to a stop. Investigation proved that it was no more than an empty gasoline tank, but there wasn't enough in the reserve supply to get both bikes into La Paz. They put every drop of gas into Scott's machine and he set out for town in order to bring some gas back for Tom. Waiting by his stalled steed Tom was approached by a farmer, who, when he learned of the trouble, gave him a gallon of gas and refused payment for it. He also explained that he had a well of good water if Tom would like a drink. Tom thanked him for the fuel but declined the water and headed for town – reasoning that as there was only one road, he would meet Scott on his way back. His reasoning was good and he and Scott rode into La Paz on the early afternoon of Tuesday, March 25th.

After spending all day Wednesday in La Paz, they left about 4 o'clock Thursday afternoon on their return trip back up the Baja California peninsual. The 130 miles of pavement on the first leg out of La Paz was the most boring of the entire trip, the boys agreed. They camped at the end of the pavement the first night on their return trip and it was here that Tom lost his pen and was unable to keep a log from then on.

The journey north was by the Gulf route and took them through the villages of Loreto, Mulege and Santa Rosalia. In Santa Rosalia which is a mining town, the boys were trying to find their way through town and were confused by the many auxiliary roads which were made by the trucks from the mines and show more travel than the main highway. After an hour or so of ending up at dead-end tailings and mines, they saw a light up on a hill that they decided to investigate.

When they got there they found a huge lighted tunnel directly into the hillside. They parked their bikes to investigate when suddenly a huge mining truck groaned out of the lighted shaft. They asked the driver for instructions and after trying to follow them, they ended up at another dead-end and decided to camp right there. The next morning in daylight they had better luck and were able to find their way out of town even though at one time they were puzzled by everyone yelling directions at them until a policeman called their attention to the one-way street that they were going the wrong way on. They passed through San Ignacio and made it into El Arco by late evening on Friday the 28th, where they bought provisions and camped for the night.

After a late start the next morning and about half way to Punta Prieta had their first trouble, Scott's rear tires had a puncture. They had patching equipment and fixed the tube.

On Sunday the 30th, they began meeting the influx of Easter Vacation tourists and after a week of almost utter desolation, the boys were overwhelmed by the many Jeeps, dune buggies and camper trucks that they were meeting on the road. "It was very disheartening" said Scott.

They left Punta Prieta the morning of March 31st and 25 miles out of the village, Scott's other tire went flat. This time they replaced the tube with a new one and continued on with the idea of camping at a lovely cove called San Luis Gonzaga, where they had found solitude on former trips.

"There must have been a thousand people there" lamented Tom. "Between the 'red tide' and the tourists, the place literally stank" he added. Another sign of "progress" were the signs saying "Private property'No Camping". Although it was not to their liking, they had to stay overnight before going into San Felipe the following morning, April 1st. They reported as many as 1000 campers in Puertocitos, a little village about 50 miles south of San Felipe.

As there was still vacation time left, the boys stripped their bikes of everything and put the lower gearing back on and competed with the dune buggies in climbing the sand hills in back of San Felipe. They happily report that they had no difficulty in showing up the 4-wheeled vehicles.

The boys parents were waiting for them in San Felipe and the young adventurers were happy to load their bikes into Mr. Markel's pick-up for the return trip to their La Jolla home.

Although the boys had a good time, they don't think that they want to make a habit of the Baja Run. Scott, however, plans on trying Moto-X and cross country racing in the future, and Tom thinks that he might go in for desert and cross country racing. At present, however, both boys are set on getting a good education.

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1st Ray Vanderpool – Sachs

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Fiesta On Two Wheels

Story & Photos by Robert O. Fee

Copper workers start with a hunk of copper and sledgehammers to beat out these urns.

The glory, color, and traditions of Old Mexico are now within the reach of every road rider in the Southland with the opening of "Fiesta 200" in San Diego. A real adventure on two wheels, it's a "little World's Fair" of Mexican arts, crafts, culture, and fashions.

Working artisans (from deep in Mexico's interior) are demonstrating their skills in glass blowing, weaving, woodcarving, painting, and much more. Better yet, it's all free – there is no admission charge to the fairgrounds and if you wish to purchase the products, there's no duty to pay, no border to cross, or insurance worries, etc.

It's all part of the year long celebration of San Diego's 200th birthday. The fair opened May 1 and will run non-stop until November 2 in the section of San Diego known as Old Town. Old it is – historically it's the spot where California was born and site of the first settlement established 200 years ago.

So call up your cycle mates and point the bikes south on 101 (Interstate 5). If you go inland via 395, jog west on old 80 (18), pick up 5 and turn south. Your turn-off is the first off ramp below the interchange (5 & 8), clearly marked Old Town. Turn east to San Diego Street and from there on it's simply follow the crowd north. With a little gall and consideration (like not blocking the driveways) you can fit the machines into some obviously unused space on Calhoun Street close enough to the action to be eyeballed occasionally. The grounds open at 10 a.m. Saturday and Sunday (noon daily) and the festivities continue to 10 p.m.

"Leetle Mexico" is three blocks long and is four distinct areas all connected by ' Avenida Los 200".

At the very north end is BAZAR PICO; a charming enclosed patio with it's own "cantina" offering refreshments, entertainment, curio shops and art exhibits. It's a good place to relax and rest the feet while you listen to one of the two Mariachi Bands which perform there when not strolling up and down the Avenida.

The Pink PLAZA ROSA section has a forty foot stage for entertainment such as bull-fighting techniques and lariat exhibitions by famous charros of Mexico. An enclosed theatre, seating 350 offers alternating marionette and magic performances. Here, too, is recreated an

Strolling mariachis are everywhere.

authentic Mexican outdoor "cantina," a glass-blowing factory with a stand-up viewing area for 300 and myriad of colorful concession stands and shops.

All the excitement and action of a busy Mexican marketplace such as you might find in Morelia (Michoacan) is in the MERCADO MEXICANO with the products of artisans and painters on display and for sale. Each stall is a kaleidoscope of the finest Mexican handicrafts. You can watch native urns take shape from an ugly hunk of copper worked at first with 20 lb. sledge hammers and finally delicate mallets as skilled hands beat in the decorative pattern. One wood-worker turns his lathe by hand and uses his toes to guide his chisel.

Everything in these three areas is authentic. Having visited a glass factory in Tlaquepaque, Jalisco (on the motorcycle of course), I was amazed at just how authentic the builders were able to recreate the appearance and atmosphere without actually dismantling and transporting the original.

The southernmost section, FERIA SAN DIEGO would ruin the entire setting if it was not so distinctly set apart. It is mostly gaming concessions of the familiar type; darts, penny pitch (only now it's a dime), shooting galleries complete with loud hawking, not in Spanish but English. Here also is the Arena seating 3500 where the famous "Flying Indians of Papantl" and a ballet Folklorico from Mexico alternate performances. The actual dive and dance (done on an eighteen inch platform atop a 100 foot pole) can be seen from anywhere on or near the grounds, but it's only a small part of the act. Don't miss the entire performance and catch it if possible after dark under the colored lights. It's spectacular.

Unless you have small children who will enjoy it, forget the magic show. It's pretty "blah" for adults. The marionettes, however, are something else – excellent and fascinating.

Delicious authentic (not hot) Mexican food is available at the cantinas and restaurants.

Fiesta 200 is the real thing. Most of the artisans and entertainers are new to the U.S. and don't yet speak English. This only accentuates the color and traditions of Fiesta.

"Bienvenidos, Motorciclista – Welcome to Fiesta!

Keeter Can't Ride World Championship

By Peter White

LONDON, TUESDAY, MAY 27: DeWayne Keeter, the sole American currently campaigning in British Speedway league racing, has been prohibitied from competing in the Speedway Championship of the World.

All British riders are required to compete in three qualifying rounds on English tracks. From there they go through to the semi finals, British final, European final and ultimately the World Final itself.

It was anticipated Keeter would have been permitted to contest the three qualifying rounds. However he is classified as a foreigner in England because he needs a work permit to ride. This places him in the same category as the Swedes, Norwegians and other such nationalities who have to return to their native countries to contest elimination rounds. Unfortunately this leaves Keeter right out in the cold because no elimination rounds are held in America.

He is the first American rider for many years to join British speedway and the F.I.M. (the controlling body of European motor sport) had not made any provision for U.S.A. riders to compete for the World Crown.

DeWayne's promoter, Leicester boss Ron Wilson, pressed to have him included in the British rounds but without success. Wilson said "I will not be lettting the matter rest. I will continue to put his case to the higher-ups, so that Keeter, like any other rider in the world of proven cability, will be given the chance to participate in this great event."

LEADERSHIP

KAWASAKI HAS IT

Cherry Creek Hare & Hound – 5/18/69
250cc Expert Class
1st Roger Hall – Kawasaki (2nd Overall)

Sidewinders Class C – 5/16/69
Novice Main
1st Darrel Cotton – Kawasaki
2nd Mike McCall – Kawasaki

Sidewinders – 5/17/69
200cc Trophy Dash
1st Gary Kapus – Kawasaki
200cc A Main
1st Gary Kapus – Kawasaki
2nd Jim Nichols – Kawasaki
B Main
1st Thad Lawrence – Kawasaki
2nd Lee Thompson – Kawasaki
250cc A Main
1st Chuck Joyner – Kawasaki
2nd Darrel Cotton – Kawasaki
Open Trophy Dash
1st Thad Lawrence – Kawasaki
Open A Main
1st Thad Lawrence – Kawasaki

Perris Night TT – 5/17/69
100cc Am/Ex. Class
1st Richard Sweeney – Kawasaki
2nd Doug Mason – Kawasaki

SMRA Road Race – 5/18/69
250cc GP Class
1st Jim Anderson – Kawasaki
500cc GP Class
1st Larry Beall – Kawasaki

Lucky Spokes TT – 5/18/69
100cc TD & A Main
1st Jack Mills – Kawasaki
200cc TD & A Main
1st Larry Butterfield – Kawasaki

Orange County Speedway – 5/21/69
250cc Flat Track Main
1st Stan Rogers – Kawasaki

Sidewinders Class C – 5/23/69
Novice TD & Main
1st Darrel Cotton – Kawasaki

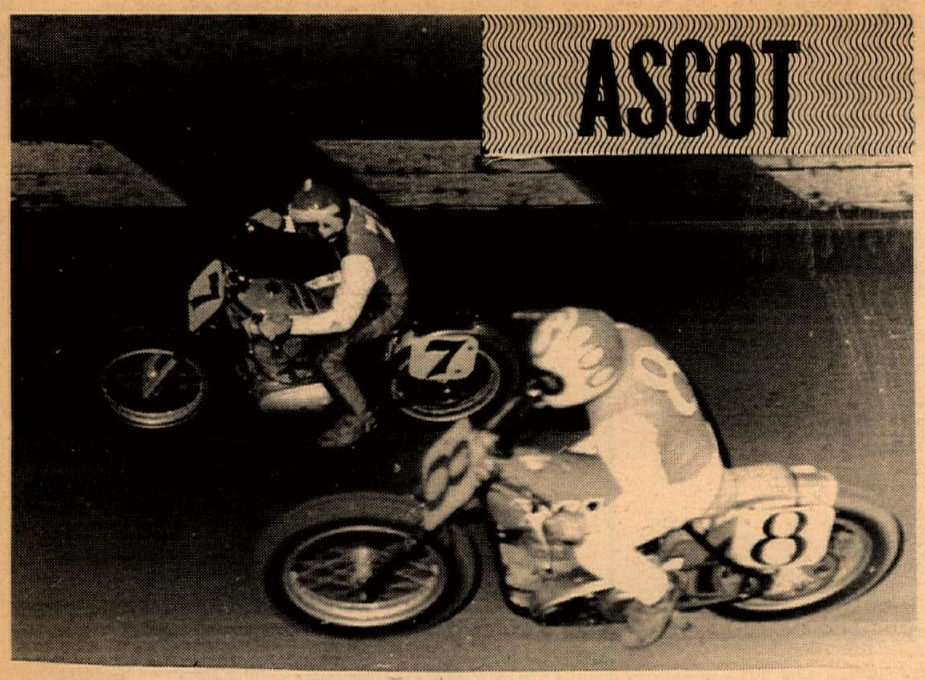
Elsinore TT – 5/24/69
250cc Expert & Sweepstakes
1st R. Powell – Kawasaki

Huntington Beach TT – 5/25/69
250cc Am/Ex.
1st Jim Peterson – Kawasaki

Lions Drags – 5/25/69
D Street – 1st Jack Murphy – Kawasaki
D Modified – 1st Tony Nacosia – Kawasaki

Adelanto TT – 5/25/69
100cc Am/Ex. Class
1st Doug Mason – Kawasaki
2nd Richard Sweeney – Kawasaki
125-175-200cc Am/Ex. Class
1st Don Kissack – Kawasaki

ASCOT



Shorty Seaborne took his second Expert Main win in as many wins. Sammy Tanner led most of the way but Seaborne managed to pass him coming into the last stari ghtaway before the flag.

By Dewitt Thuett
Photos by Dennis Greene

GARDENA, CAL. May 30 – Not one of the three main event winners at Ascot won their heat races last Friday night. This is typical of the weekly action at the Gardena oval.

The track was wild and the races were wild last Friday with no less than a dozen riders doing funny things and falling off. Only one, amateur Stan Rogers, was hospitalized with a fractured leg that will probably put him out for the rest of the season.

Shorty Seabourne came on late to pick up his second straight main event win of the year in the expert class – the hard way. First Shorty ran third in his heat race behind Paul Conserriere and Sammy Tanner.

Then the diminutive ace ran fourth in a four rider field in the Trophy Dash. But when it really counted for the money and the points the little man from Lawndale was leading the way across the line over nine expert riders.

It was a big night for the smaller 500's that are still hanging around Ascot like there will be no tomorrow. The 500 riders took the top three spots in the expert time trials. Keith Mashburn, the amateur, for the third straight week outtimed all the experts on his Yamaha 350 to go even smaller.

The dash was made up of four riders, all riding 500cc machines. Three were entered by the same tuner, Dick Kelm.

Little Beaver, world's champion midget wrestler aids Ann Michele in the trophy presentation.

Lloyd Houchins made three years of trying pay off for his first trophy dash win. Three of the bikes in the dash were Dick Kelm tuned.

Mashburn took a header in his heat race and passed the dash trying to clear up his headache. He came back in the amateur final but took it extra easy for a non-contending fifth place.

Don Dudek upset Terry Donaher in one of the amateur heats. Donaher had not lost a heat race in five weeks. Dudek had not won one all season long. Then Dudek returned to lead the amateur final until he too fell off leaving the way clear for Donaher to pick up the win for the fifth time in six weeks on his 500 Velocette.

The novice action was just as wild with unranked and non-winner Phil Hinkle doing the job on point leader Don Emde in the elimination heat race. Then Emde was turned back in the regulation heat by fast improving Tod Sloane.

Sloane had earlier put it on Freddie Edwards in their elimination bash and for the first time this year both Edwards and Emde were turned back on the same night.

Things were different in the final with Emde going on for the win and Edwards coming up from the back to take second, just the way things have been most of the season. Edwards came very close to not riding the main event by placing fourth in the regulation heat race, the last transfer to the final.

Geezer Emick moved into fast-time-expert spot but fell off in the final and finished last on what was deemed a tricky track by all in competition. Ron Kruseman and Tim Harris also fell during the expert 15 lap feature with Harris being hauled away but later released.

Second year expert Lloyd Houchins surprised all by coming into the trophy dash as an alternate replacing Mashburn. Lloyd then went on and won the event for his first dash win in three seasons of trying on the big bikes. He is the sixth rider to win the event in nine weeks.

The half mile riders share the spotlight this coming weekend with the TT riders. Ascot plays host to a twin bill of cycle racing with the half milers going on Friday night and the TT on Saturday evening.

A special added attraction both nights will be a "Wheelie" contest for money on the half mile. The rider that goes the farthest on the rear wheel each night picks up the money.

The contest is open to all riders but featured will be the wheelie artists from last winter who rode lightweights just about all the way around the shorter quarter mile that lays inside the half mile oval. This time all will try the half mile.

(Results on page 26)

Ascenzi Ascends Seattle Hill

SEATTLE, WASH., May 25 – Veteran professional hillclimber Lydian Ascenzi swept both the 45 cubic inch and the 80" expert events of the Jolly Roger M/C's class "C" chain climb in Seattle today. Ascenzi led the dwindling group of experts over the 500 foot hill, astride his ancient Indian Scout with a time of 17.52 seconds on his third round ride. Triumph mounted and the only other climber to top the hill in the smaller class, Chuck Hodson of Portland made a gallant effort on his final ride, but clocked 21.12 seconds for second place.

In the big-bore class, Ascenzi took the first round lead with a time of 18.72. Choosing not to take a pass until somebody had bettered his time, Lydian's second ride sizzled over at 15.22, the fastest time of the day. His third ride was aborted by mechanical failure. No other experts topped the dusty and loose surfaced hill which was aggravated by the unusual lack of spring rain in the Seattle area.

In the novice 45" event Charlie Thielke of Seattle just nipped the finish string with his front wheel to stop the clocks at 18.40 on his first round attempt. He then chose to wait and see if any other of the freshlings could beat his time. None of the others could come close to the crest so his single ride was good enough.

The first round of the 80" class saw Portland's Don Fuller grind his way to the top with an amazingly slow time of 33.28 seconds. None of the novices cleared the hill in the second round, but in the third stanza John Estep flew over at 15.80 and took the lead. Fuller had damaged his Harley on his second attempt and former national champion John Martinolich was feverishly wrenching and wiring the machine back into shape in an effort to regain the top spot. Fuller, making the last novice ride of the day shot over the formidable hill, but the timer showed 18.77 seconds, shelving him in second place.

Chain hillclimbing on the west coast seems to be drifing toward extinction. It seems to be dying from within. It's not the lack of spectator interest that's killing off this sport as no matter how poorly publicized a motorcycle hillclimb is, it still seems to draw large crowds of innocent fans who still think the motorcycle sport is hillclimbing. However at the event they see only a handful of contestants.

Once a novice gains enough points to advance to the expert class he finds himself competing with an assortment of 30 year veterans riding some heavy-turning pre-war V-Twins, who torque is hard to match. Generally he drops from the scene and the sport stagnates. Another factor involved is the lack of events to make the necessary preparation worthwhile. The old hillclimb oriented clubs are disappearing along with their hills.

Perhaps up-dating of equipment requirements, formation of a climber association similar to the Midwest's class "A" group, and introduction of a lightweight class to attract some of the hordes of twostrokes that seem to dominate the other facets of motorcycling sport would revive this exciting and spectacular sports attraction.

(Results on page 27)

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The Care And Feeding Of A Winning Desert Rider

By Jack Ross

Every week many novices become painfully aware that bravery is a poor substitute for skill and experience. The following tips will help your days of competition be smoother and more rewarding.

Mental attitude is the key to successful competition. Your mind must be free to concentrate on the race course. To do this requires confidence that you and your machine can go the distance. To gain this confidence requires careful preparation.

Preparation begins on the Monday before Sunday's race. This involves an assessment of what demands will be placed on you by the course and what machine maintenance will be necessary. On Tuesday, buy what parts and equipment you will need. Buying your parts early will avoid the panic you will be put through if you wait till the last minute and then find your dealer out of stock.

Nightly jogging from two to five miles will prepare your body for the rigors it will have to endure.

Complete the maintenance work on your machine by Friday night. Saturday should be spent in a relaxed mood with nothing to do but take a short check ride of your machine and pack for Sunday's outing. Get your track, car or trailer serviced and loaded Saturday afternoon.

Skip Breakfast

Having had ample time during the week for careful machine preparation, you will have confidence in its ability to finish the race. Spend Saturday thinking about riding Sunday's race carefully, surely, and winning! Omit the jogging and get to sleep early Saturday evening.

Arrive at the race course at least three hours before the start of the race. Do not eat breakfast Sunday morning. Hungry racers ride harder! A full stomach will take the edge off the seriousness of competition. Welcome tension or 'butterflies" as a sign that you are ready mentally for the contest. Your nervousness will stop the moment the race starts.

Locate the registration area immediately upon reaching the race course and get officially entered in the race. Ask the officials for a run-down on the course characteristics. This information is generally given at the riders meeting, but most officials will take the time to brief you if asked in a pleasant manner. This will give you more time to set firmly in your mind just what to expect on the course. Be sure to find out such points as; the starting line, where start banner will be, where smoke bomb will be, length of each lap, and the number of check points on the course. With this information you can determine what pace you will ride at and on what laps you will need to make pit stops for gas and oil.

Unload your equipment and set up your pit. Be sure your tools will be handy in case you need repairs. With all preparations complete, you can now concentrate on learning what obstacles are in the starting area.

Check Out The Starting Area

Suit up completely, just as if you were ready to start the race. This will allow your protective equipment to settle out on you and will not be cumbersome when you start the race. Above all, wear your helmet, even though you will just be taking easy. Remember, "when you need your helmet, you won't have time to get it!

Find the upwind end of the starting line. Starting from this position will keep the dust left by the faster riders from obscuring your vision. Head out to the smoke bomb at a very easy pace. Take note of the terrain to the right and left of your intended path. You may have to move to an alternate heading if your path becomes crowded.

When you reach the smoke bomb, find a nearby rise and survey the path you have just taken to the smoke bomb as compared to the terrain of other headings from the starting line. If the path you have chosen seems to be as good as any, return to the starting line. Do not ride onto the marked course as this is grounds for disqualification.

Ride over your selected heading from the starting line again at a relaxed pace. Take special note of terrain dangers, such as large rocks, hidden ravines, etc., and catalog them in your mind. Return to the starting line and re-ride this heading, increasing your pace until you can ride as fast as your ability allows without being reckless. When you are satisfied that you are familiar with the starting area, return to your pit.

Use your time remaining until the riders briefing for a check of your machine. Be sure and fill the gas tank. Avoid idle talk in the pits. Keep your thoughts to yourself and the demands of the race. Attend the riders meeting even though you may now know quite a bit about the course. Last minute changes frequently occur. As soon as the meeting finishes, go directly to your selected starting position. Chances are likely that other riders will occupy your spot if you lag.

Self-Confidence Is The Key

With thorough preparation of your machine and a good knowledge of the course, you will have the confidence needed for winning. Your mind will be free of any doubts as to the adequacy of you or your machine. This will allow you to concentrate on the course. When the starting banner is raised, be hungry for its drop. Keep in mind that it will drop; don't be left sitting there hypnotized, gazing at the banner after it has fallen.

With the start underway, be oblivious to the hundreds of riders around you. You know your heading and you know the pace you can ride safely to the smoke bomb.

Pick up the marked course at the smoke bomb and stay closely on it. The course is marked for hidden dangers. Riding off the course may leave you at the bottom of an abandoned mine without anyone seeing you disappear.

Concentration now becomes doubly important as you need to "burn a hole" in the trail ahead in order to react to conditions. Distractions to your concentration from side thoughts aroused by doubts in you or your machine will cost you reaction time and could cause you to overlook a danger. If the course will repeat over the same trail, note the outstanding dangers and be looking for them the next time around.

Keep Racing

About midway through the race, the faster riders will be farther ahead and the slower riders will be lagging behind you. This is the nemesis of the novice rider. With no riders in sight to race after, you will unknowingly slow your pace down. When this situation arises, you must mount new determination to pressure your pace. Eventually the rider ahead will come into view and charge up your determination to pass him. More than likely, this will be just the rider you have to beat to win.

In the later stages of the race, the jogging you did to condition your body will pay off as riders slow due to fatigue. Fatigue dulls reactions, increasing the possibility of a crash.

With the flash of the checkered flag you will have the satisfaction of knowing that you rode a good race even though you may not have won. Racing every Sunday, you will find that your overall finish position will be better each time by about three positions. By not riding above your ability you will have avoided crashes which may have injured you, and at the very least, set your confidence back.

Spend Sunday's after race hours in a free and easy mood going over the days trials and tribulations with fellow riders. Make special note of the circumstances leading to any serious accidents. Sunday evening will give you solitude to assess the mistakes you've made and review what has been learned.

Start Monday, preparing for next Sunday's race. With proper preparation, your skill and experience developed, you will be a winner!

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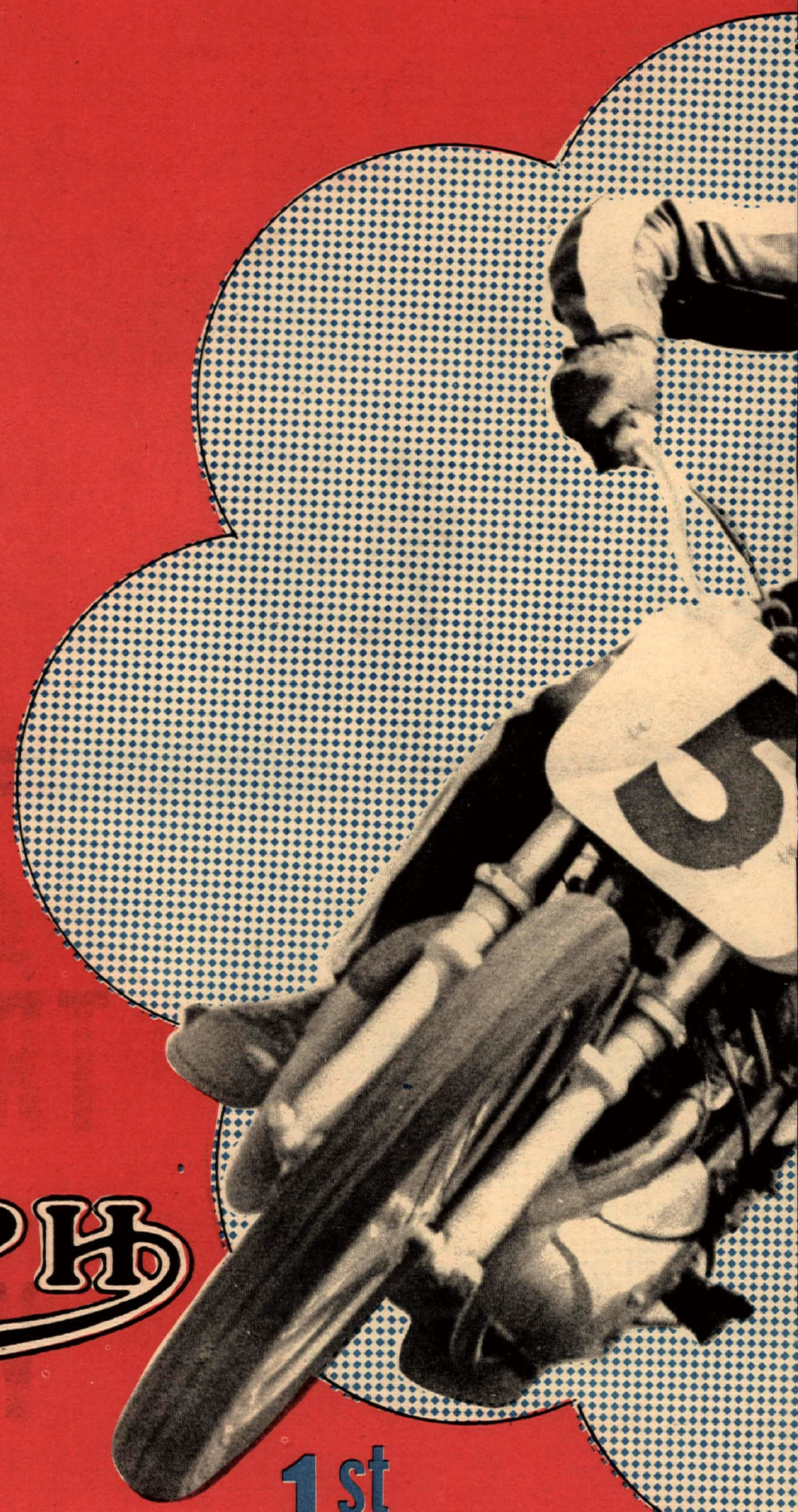

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NUTTER from page 12

still made the A main, Steve was placed in the B main.

Having made the Trophy Dash from his heat, Steve Bast was determined to make a showing and in the same lineup was Woods, equally determined. They had forgotten to reckon with Sonny Nutter who broke into the lead and although Bast gave him a run for his money he was not able to take the lead away from him. Nutter won the kiss from the trophy girl and the gallon of spirits that had been donated for the winner of the TD.

In the C main, Lonnie Arnold again came off the line like gangbusters, but in his enthusiasm, he drifted out on the next lap and Norm Elledge took over to hold it for the win. Joe Chanky finished third with Harlan Bast finishing fourth on a sick machine.

In the B main, it was Bill Cody showing John Carter, Stu Morley and Steve Bast the way into the first corner as Bill starts in the mains with no handicap. Bill held the lead for the first lap, then as he went into the first corner on the second lap, Carter shot past him on the inside and Bast flashed by on the outside.

It then became a two man duel between John Carter and Steve Bast with Steve on the outside and not being able to get into the corner soon enough to close the gate on John, while Carter was staying to the inside and keeping even coming out of the corners. Bast decided to try the inside coming out on the last lap, but was not able to muster the ponies to pull John down the straight and Carter took the win.

The normal A main duel between Rick Woods and Steve Bast was replaced by a Sonny Nutter-Rick Woods duel as Sonny had his sights set on the $850.00 purse and rode like the devil as he jumped Woods off the line and then blocked every attempt of Rick's to get around him as Rick tried first on the outside and then on the inside. But he just couldn't make it as Sonny took the checkered flag for the win and a sweep of the evening.

(Results on page 26)

Salinas Ramblers Hillclimb

By Margie Oxford

May 25 – The Salinas Ramblers picked a beautiful place in the hills of Gonzales, Calif. for their annual hillclimb. Most climbs average around 240 ft., 70 degree angle but this was a 320 footer at a nasty 80 degree angle.

Hundreds of riders from all over California showed up for this event.

Frank Durso is better than ever, being the first and only rider at the end of the first half to make it over that wicked rutted hill. Last year Durso thrilled the crowds with his BSA the same way. Walking up and down the hill right up until his time to ride then straddling that mighty motor and torquing on full blast and up, up and over nearly losing his machine a half of dozen times but hanging on for dear life. The amazing thing was at the 200 ft. mark the crowds thought his motor had cut out and was through but it looked like he just stood up on those pegs and flew over that hill.

Again as last year Ponti followed him over but Durso's 9:83 time was the winner of the day, and for the footage of the hill that is fantastic.

The Ponti boys did alright, between Albert, Manuel and Joe they collected five mantle pieces for their collection.

At the 180 to 210 mark it was impossible for the riders to get much further, the hill was rutted in 2 and 3 feet gulches with rocks and boulders bouncing them off their bikes and throwing the riders and machines every which way.

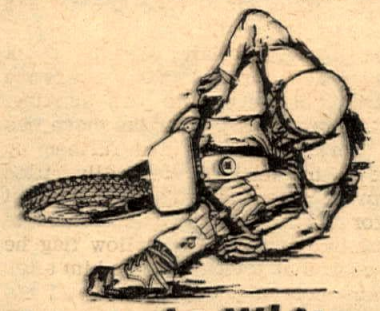
Mel Cunha from Bakersfield deserves a lot of credit, just having had 37 stitches removed from his knee from a motor mishap, he took a 1st in the 250 novice and a 2nd in the 500 novice.

All the Bakersfield crew did great this trip including Dick Oxford who hasn't made any points for quite some time. He was first on his big Harley in the 650 amateur and a 1st in the 200 amateur.

Roger Voyles and Junior Catlett are always in close competition. In the 375 novice with Junior wiping Roger out everytime. This time Roger climbed a few more feet over Junior and took a 2nd to Juniors 4th.

Jim Thompson is holding on great guns for himself and his club this year too. They don't call him Mad Dog for nothing; he holds that throttle on full blast from pit to perish.

(Results on page 26)



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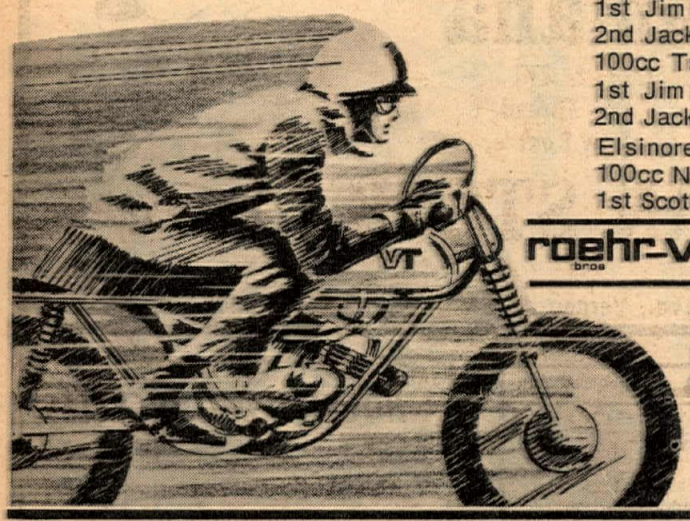

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Bast—Woods Battle Resumes At Whiteman

By Mike Capalite

PACOIMA, CAL., May 31 – Spectators were treated to their first night of all cheat-free starts. This not only seemed to make it fair for all riders, but appeared to increse the action as well. Starts being even, the riders had to get off the line or be in the pack in the first corner. In the fourth heat, Lonnie Arnold and Greg Haserot leaped off the line together and as they went into the first corner, Lonnie was just a little too anxious and lost it right in front of Joe Chanky who had to choose between hitting Lonnie or his machine, and just missed him by inches as Arnolds' machine was spinning when he hit it and it flipped both bikes into the air in spectacular fashion. Lucikily, neither rider was injured and both were able to come back for the restart.

Steve Bast and Rick Woods won their semis handily to earn a spot in the A main, but Greg Haserot had it a little rough in the third semi as Stu Morley moved up on him after Greg led off the line. As Stu stuck a wheel under him on the corner, Greg went wide and Stu moved into the lead. Haserot came right back in the next corner to do the same thing to Stu to take the lead again, but only for a half a lap as Stu took it back again and this time held it until the last corner when Greg really screwed it on, acing him out in a finish that had the crowd on its feet and cheering.

The trophy dash was a prime example of Sonny Nutter's determination as he was able to hold off the very able bids of Rick Woods for the entire race. Rick crowded Sonny rather roughly in the corner, but was not able to make Nutter blow his cool as he just turned the wick up a little higher and pulled away on the last lap for the win in the night's fastest time of 58.59.

The C Main was another crash bang affair with Jim Gresham going into the second corner a little out of control and laying it down right in front of Paul Conserrierre who threw his machine down to miss Jim, but was not able to miss the machine and both Paul and machine did some enthusiastic tumbling before coming to a halt with both men and machines in good enough shape to make the restart.

Four 20-yard handicap men lined up for the B Main. It was a very even match as John Carter and Sonny Nutter elbowed their way through the first corner with Carter emerging in the lead with Nutter and Sammy Tanner right behind him and a few feet behind them was Stu Morley. Having just beaten three of the A main entries in the trophy dash, Nutter was favored to take the win. But John Carter had other ideas and with a splendid job of cornering was able to hold off Nutter for the entire race. Meanwhile Sammy Tanner was pulling away from Stu Morley and starting to move up on Nutter when suddenly he slowed down and Morley passed him on the last lap when Sammy's machine started spewing parts all over the track as his clutch fell apart and the plates were rolling along the track behind him.

Norm Elledge, being on the 10 yard line of the A Main came out of the first corner in the lead with Greg Haserot right behind him. Rick Woods and Steve Bast were side by side right behind them when Rick flew through the corner to move under Greg and leave Steve no place to go. The crowd went wild as these four riders started changing positions in such close quarters that it seemed impossible for them to finish the race without someone crashing. Bast made a tremendous charge into the corner and set it up to move into second spot right behind Woods. It was then back to the old duel of Woods versus Bast as they went wild into the corners, all four of them still glued together. Out of the last corner, Bast made his final bid to take it away, but even though he had it on so hard that he lifted the front wheel all the way down to the flag, it wasn't quite enough as Rick took the win.

This was by far and away the best night so far, so don't miss another of these exciting races, come out every Saturday night to Whiteman Stadium in Pacoima.

(Results on page 26)

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Shamrocks Great Motos

Bv Maureen Lee
Photos by Jerold E. Mills

BAY MARE, CAL., MAY 30, 1969 – The Shamrocks always have been one of the leading clubs in District 37 and they proved it again Memorial Day by throwing a real good motocross. The course was tough, like a motocross is supposed to be.

There was a neat mud hole, and the muck and mire severely tried the patience of some riders. The more canny ones picked their way through it with no trouble. The correct way through it was spotted by one one 500 Novice but several of the 500 Amateur-Experts doped it out in no time at all.

From the mud hole the course led down a neat sandy stretch where one of the exciting events of the day took place. Dick Camp (Bultaco) and Jim Connolly (Greeves) got tangled up with each other and Camp dragged the Greeves along for a bit at full throttle until Connolly finally bailed off into the bushes. Camp didn't go down but it was a bit of a shake-up for both men.

If there was a race of the day, it has to be the Howard Mendenhall, Joe Veillon, John Rice ride in the second 125 moto. Then after this was after and done with, Chuck Minert turned on the action. It's not often you see the pits come to attention to watch a race and in both these cases they did.

John R. got going late, when the rest of his class were already over the hills and far away, and everyone was thinking, could he do it? Lap after lap there was John working further and further up closer to the leaders. He finally nailed the third and second place riders and set sail for the leader who had one heck of a lead built up. On the yellow flag he over-cooked it trying to pass him after the mud hole and went sailing off his Sachs. It was a ride to remember!

Two ways to fly, at Bay Mare.

Chuck Minert on his trusty BSA Victor won his first moto with no challenge although Lonnie Peterson gave it a good go. In the second, Feets came off the line drag-racing John Maynard (C-Z) to the top of the hill then knew he couldn't hold it and vanished off the course and over the handlebars. This moto was run on shorter time than the first, and once again we wondered could he possibly make it? But Minert has always been able to squeeze a little more speed out of himself and his bike when needs must and he barely made it. By the time the flag fell he was up into second which gave him the over-all win. It was another ont to remember!

John Maynard (C-Z) was winner of the 250 Expert bash with a really good ride. Steve Bast (Husky) tried hard, too hard in the first one and crashed badly on the downhill. This really was a nasty downhill! As Mel Shapiro of the Viewfinders said after his two finishes on his Greeves, "It wasn't bad, but you just couldn't touch anything going down." One 125 Novice on a brand new Hodaka dropped it, didn't look like he knew what to do when picking up a scooter that's down on a hill and vanished head first twice into the bushes as other bikes came down towards him. He ended up dragging his bike down to the bottom and wasn't seen again!

Shamrocks drew the starting positions from a box of pingpong balls each moto, with starting places clearly marked on the line. The officials on the line and most important, the flaggers, really knew what they were about. They even provided two ambulances so racing could continue if a rider was taken away. One was and racing happily continued, until a dumb spectator on a road bike tried to come down a hill, didn't make it and got hauled off making the racer set wait. You just can't win!

(Results on page 26)

Ribley, Sharp Share Tijuana TT

100cc Winner Steve Sharp.

By Bill Harmer

TIJUANA, B.C. MEXICO, June 1 – Rich Ribley, riding the Garrett tuned Matchless, swept the Open class event and the 15 lap flat track sweepstakes while his stablemate Steve Sharp, riding the only four-stroke machine in the 100cc class, a Garelli, posted a win in that class and a close second in the sweepstakes to share the spotlight before 1100 enthusiastic Mexican fans at the Autodromo de Tijuana here today.

Because of small advance notice of the event and the lure of other holiday activities, the rider entry list was not large but those who entered got plenty of riding as each event consisted of four motos of six laps each over the beautifully prepared, quarter-mile course.

Ribley showed real class by easily capturing all four of the Open class motos while C. Norris, mounted on a BSA, annexed second and Roberto Gomez of Tijuana riding a Honda 350 looked good taking third.

Winning the 100cc event was no small task for Steve Sharp as he turned back Suzuki mounted Jim Casey and expert Bridgestone jockey Jim Dunn. Dunn had victory in his grasp after winning the second moto and leading the final one when an ignition wire parted and put him out of the race.

Kawasaki ace Joe Phillipson, who has been absent from the local tracks for some time, found the groove today and captured the 250cc fracas by winning the first three motos. Knowing that he had the event won, Joe played it cool in the final moto but still finished it in second spot. R. Schmersal on a Yamaha outpointed Don Swinko to take second honors in the class.

The largest group to run was the 200cc class which was won by Kawasaki mounted Bob Darnell but not without a lot of trouble from Kawasaki pilot Chuck Palmer who is improving rapidly. Another Kawasaki streak, R. Dollarhide, finished third.

Because the program was over early, program director Earl Roloff added the flat track event, starting the 100cc bikes about a lap ahead of the Open machines and spacing the other classes in between. It took nearly the entire 15 laps for open rider Rich Ribley to pass 100cc pilot Steve Sharp, a feat which no one else was able to accomplish.

The program was enjoyable and outside of a little traffic jam at the border, everyone had a great time and they are looking forward to another TT in T-Town. They're hoping for a little more advanced notice however.

(Results on page 26)

Open and Sweepstakes winner Dick Ribley.

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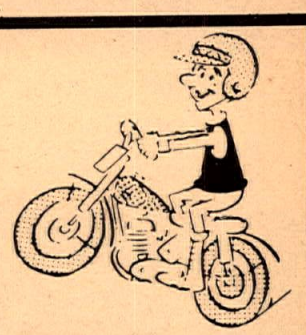

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THE GREENHORN GRIND

500 MILE NATIONAL CHAMPIONSHIP ENDURO TO H-D?

By John Shedd

The tiny community of Pearblossom, Calif. in the southern tip of Antelope Valley, was for the second year in a row the start and finish of the West's roughest, toughest, bone-battering enduro. The Pasadena M.C.'s twenty-third Greenhorn was a long, hard grind. But if the difficulty of an enduro can be judged by the number of finishers, it should have been a little easier than last year. The 1968 event saw only about 20% finish the first day, but this year well over 20% completed the entire 449.1 mile, two-day event.

At 6:01 a.m. Saturday the first of the six rider groups was on their way. From Pearblossom the trail followed a power-line road and then turned north to Hi Vista and the first gas stop. After fueling the schedule riders headed for highway 395 and ran parallel to it until reaching Four Corners. From here they looped east of the highway, passing by Cuddeyback Lake and into Red Mountain for lunch.

After lunch the course made a loop to the southeast, passing the other side of the lake and circling back to Red Mountain again. After Red Mountain only 51.2 tiring miles stood between the riders and Saturday's finish at Ridgecrest.

Sunday's course led south, back to Red Mountain, and then doubled back north to Inyokern for a ten-minute gas stop. From Inyokern the riders worked their way south passing to the east of Red Rock Canyon and stopping for lunch at the Wagon Wheel at the Intersection of Highway 14 and Randsburg Road. The afternoon section angled southeast back to Four Corners and then followed much of Saturday's first section in to the finish.

Last year's winner Dick Chase didn't compete this year due to a leg injury he received a few weeks prior.

Dave Ekins, the 1967 winner, and Bob Steffan, who won in 1966 were teamed up with Jack (Filtron) Krizman forming one Harley-Davidson team, and on the same number was another Harley team composed of Paul Hunt, Dean Goldsmith and Wes Anderson Jr. All six started together on number 5 and the six went the entire grind. Six finishers out of a six man double team is quite a feat in any man's enduro! Did we hear someone say Harley will never win the 'Horn?

Four riders of the six who made up the two Harley-Davidson teams are shown here. All six entries finished.

Nearly 500 riders tested their skills on this year's 500 mile National Championship Enduro, and about another thirty tried only the second half on Sunday.

The weather was a little cooler than last year but the mercury still topped 101 in the shade at Sunday's lunch stop.

For the riders the mountains are behind, but for the Pasadena M.C. a mountain of work lies ahead in figuring out the scores. Cycle News will publish the outcome as soon as it comes out.

Stamina and machine preparation were the key words on the moon-like terrain.

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Repeat Winners Have a Night At Marysville

By Dale McKinnon

MARYSVILLE, CAL., MAY 31, 1969!- Repeat winners took almost all the gold at the Marysville TT Saturday night.

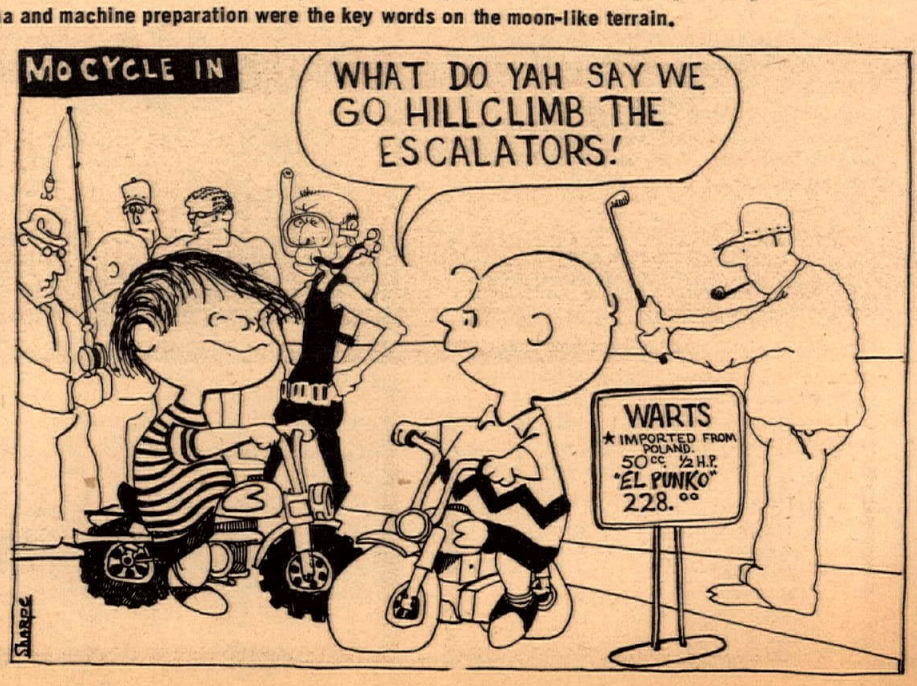
Jerry Willis, Vic Krill, Melvin Byers and Ronnie Gonella continued their domination of these TT races. John Sassmah dueled with Krill for a while and Charley Fairchild rode peg-to-peg with Byers for a few laps but the favorites went on to win.

Carl Crank took the 250 Expert event but had to fight off Stan Stanton and Garry Lozano. Five sidehacks showed up and the Sparks, Nevada team of Gene Bass and Tennessee Bickerstaff took a first place after trying for several weeks.

Dennis Dickerson won the 650 Amateur main for the third week in a row on his Triumph.

A special sweepstakes event saw an expert, amateur and novice finish one-two-three. Don Simmons, Jerry Pillpot and Charley Fairchild took the 18 lapper.

(Results on page 26)



State Champ Tops Money Slant Shoot

By Len Sipe

MOORPARK, CALIF., MAY 31 - California State Hillclimb Champion, Frank Durso set fastest time Saturday to win the open class at Bay Mare's professional hillclimb.

Durso, from San Jose, picked up top money with an e.t. of 12.75 seconds riding a 650 BSA. He was almost a full second quicker than number two man, Tom Elsa, also from San Jose.

Third in the open class was Dick Oxford from Bakersfield riding a 55 in. Harley XLCH. His best time was 13.80.

Motocross ace Chuck Minert took his trusty 441 BSA Victor over the top in 16.30 sec. to place first in the 500cc class. Bob Tryon was second. Mike Capalite, riding a '57 Matchless, made show money.

In the 250 bracket, Jack Midget, from Downey, placed first on a Bultaco Pursang. e.t.'ing at 17.55. In second was Dick Oxford again, this time riding a 250 Honda.

Total prize money was $350, with the lion's share going to Durso in the open class. He netted $85. Frank was also awarded a new helmet from Champion Safety Helmets in Canoga Park, Calif. as were four other contestants.

(Results on page 26)

Left: Riders' view of the slope from the bottom.

Eso Speedway Machines Now Officially Named Jawa

By Mike Capalite

The familiar Eso motorcycle that has been dominating speedway racing throughout the world has been renamed a Jawa by the Jawa-owned concern that manufactures them. Jawa purchased the Eso factory some years ago and continued to manufacture the Eso speedway machine with some improvements of their own, but retained the Eso name on the speedway machine. Recently they have quit making the Eso and have started making the Jawa speedway machine which means that they have changed the decal on the gas tank and made a rocker-box cover that has Jawa cast into it instead of Eso as they are still the same machine.

Hi-Hats Scrambles

By C.D. McCarthy

MARTINEZ, CAL., May 25, 1969– Crowd pleaser of the day at Martinez was the 250cc class. The large amount of entries and close action under the shade trees made for a full day of racing.

Fred Bush and James Thompson dueled for first place in the 250 amateur main. Thompson took over the lead for good in the sixth lap for the win.

250 Expert George Carter did what everyone expected. He got off the line first and ran away with the race.

In the 100 Novice main, Phil Anderson and Richard Johnson passed each other numerous times before Johnson took the win.

Ron Orr of the Hi-Hats led the parade of 650 Novices.

Open expert Ron Norgaard did a fine job and won going away from Don Smith and Nate Topelar.

(Results on page 27)

ASCOT TT THIS SAT.

The big American Motorcycle Association racing circuit will be in action at Ascot Park both Friday and Saturday evenings (June 6-7) with flat-track action on Friday and the steeplechasers on Saturday. Post time for the first race at both sessions is 8:15

Skip Van Leeuwen, perhaps the nation's top steeplechaser, will head the field for the Saturday card. Skip has been almost unbeatable over the five-eights-mile layout at 183rd and Vermont Avenue.

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AND HERE'S ANOTHER GOOD REASON

BULTACO Built To Go
pursang

1st PLACE
Tulare TT – 5/17/69
Novice Main Event
1st Tod Sloan – Bultaco PurSang

1969 Bultaco PurSang
34 H.P., 224 lbs., 5 speed
21" front wheel, 5-way adjustable rear shocks
telescopic front suspension –6½" travel, 55.9" wheel base

BULTACO SHERPA 'T' SWEEPS TRIALS
Miramar Trials – 5/18/69
Masters Class
1st John Walters – Bultaco Sherpa 'T'
2nd Bob Grove – Bultaco Sherpa 'T'
3rd Jack Ward – Bultaco Sherpa 'T'
4th Bob Nickelsen – Bultaco Sherpa 'T'
5th Duane Stone – Bultaco Sherpa 'T'
6th Ed Davenport – Bultaco Sherpa 'T'
7th Dave Evens – Bultaco Sherpa 'T'
8th Don Lawrence – Bultaco Sherpa 'T'
Lightweight Class
1st George Karsten – Bultaco Sherpa 'T'
Women's Class
1st Donnie Stewart – Bultaco Sherpa 'T'

BULTACO PURSANG POINT LEADER
District 36
TT Scrambles Point Leader
Paul Johnson – Bultaco PurSang
District 37
TT Scrambles Point Leader
Larry Taylor – Bultaco PurSang

BULTACO EL MONTADERO WINS
Archey Clark Memorial Scrambles – 5/18/69
40" Expert Class
1st Scott Diffenbaugh – Bultaco El Montadero

So. Gate Speedway – 5/15/69
50 Lap TT Main & TD
1st Lee Stumpenhaus – Bultaco PurSang

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Santa Clara, Calif. 95050
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P.O. Box 29
Schenectady, N.Y.
(518) 372-4721

CLASS "C" PRO HILLCLIMB
Seattle, Wash.
May 25, 1969

EX. 80" CLASS	
Lydian Ascenzi	IND
Chuck Hodson	Tri
Dick Slaybaugh	H-D
LaMonte Jensen	H-D
Oakley Downey	H-D
EX. 45" CLASS	
Lydian Ascenzi	IND
Chuck Hodson	Tri
Dick Slaybaugh	H-D
LaMonte Jensen	H-D
Oakley Downey	H-D
NOV. 80" CLASS	
John Estep	H-D
Don Fuller	H-D
Larry Hill	Tri
Charlie Thielke	Tri
D.Roetcisoender	Tri
NOV. 45" CLASS	
Charlie Thielke	Tri
Larry Hill	Tri
T.L. Hogland	Ind
Don Fuller	H-D
Ray Carrol	Tri

SLAUGHTER HOUSE GULCH SCRAMBLES
Prescott, Ariz.
May 4, 1969

100cc	
Tom Webster	
Steve Hyson	
200cc	
John Fox	
Butch Beard	
Bruce Marble	
250cc NOV.	
Randy Black	
Greg Benjamin	
Jim Boat	
250cc AM/EX.	
Tom Halford	
Paul Niemi	
OPEN CLASS	
Ed Caldwell	
Jon Sellers	
Jeff Coker	

OREGON STATE CHAMPIONSHIP ENDURO
Lee's Camp, Ore.
May 18, 1969
By Robert Schwarz

Jerry Zenger	Tri
Jim Hoffman	Tri
Frank Forester	Hod
Ron Dinnebeck	Hon
Ranney Munro	BSA
Roy Webster	Bul
Robert Webster	Mai
Carl Pruitt	Gre
Jack Stenlund	Bul
Mike Lottridge	Yam
Bob Schwarz	BSA
Dave Gergason	BSA
Jack Whisman	Mai
Jerry Asquith	Oss
Ron Kinsfather	Tri

SAN DIEGO TRIALS RIDERS ENGLISH TRIALS
Miramar, Cal.
May 18, 1969

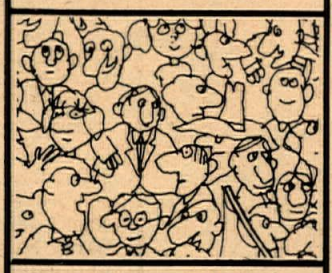
MASTER	
John Walters	Bul
Bob Grove	Bul
Jack Ward	Bul
R. Nickelsen	Bul
Duane Stone	Bul
EXPERT	
John Brewer	Cot
Bill Batzloff	Cot
Roy Sheridan	Mon
Geoff Hammond	Hon
Norman Cowell	Oss
ULTRA LTWT.	
Bill Earl	Hod
Neal Arnett	Hod
Gary Lane	Hod
Jim Flagg	Yam
G. Searing Jr.	Hod
LIGHTWEIGHT	
Geo. Karsten	Bul
John Schulz	Mon
V. Conaway(disq)	Bul
B.Robertson	Yam
Bill Day	Bul
G. Hutchinson	Bul
WOMEN	
Donnie Stewart	Bul
Deedee Earl	Hod
J. Davenport	Hod
Lorna Buop	Sea
Linda Martin	Hon
KIDS	
Martin Belair	Hod
S. Montgomery	Hod
Ken Helus	Hod
Sam Parriott	Yam

RHODODENDRON FLAT TRACK
Port Townsend, Wa.
May 18, 1969
By Vic Ebbutt

EXPERT MAIN	
Sonny Burres	Tri
Ike Reed	Tri
Mark Williams	Tri
Ross Roberts	Tri
Dan Holton	Tri
Mike Elder	Tri
Sandy Saunders	Tri
AMATEUR MAIN	
Bill Elder	H-D
John Bromley	H-D
Bryan Shannon	Tri
Jim Harris	Tri
Lee Thurman	Tri
NOVICE MAIN	
Rik Holly	Hon
Pat Marinacci	Bul
Monti Montgomery	Yam
Dan Brecht	CZ

ELSINORE
May 24, 1969

100 NOV.-1 MAIN	
G. Wickam	Suz
D. Hart	M-B
S. Johnson	Kaw
R. Coburn	Hod
100 NOV.-2 MAIN	
S. Swidge	Suz
J. Freis	Bri
J. Dairdson	Kaw
R. Remp	Bri
125 NOV.	
L. Bird	Yam
W. Blakeslee	Yam
L. Chapple	–
200 NOVICE	
G. Acker	Hon
D. Douglas	Bul
G. Jarman	Tri
250 NOV.	
B. Huntsman	Bul
G. Jarman	Yam
D. Willardson	H-D
350 & 500 NOV.	
D. Luna	BSA
M. Porter	Mai
A. Smith	BSA
OPEN NOV.	
D. Luna	BSA
G. Nord	BSA
A. Smith	BSA
100 EX.	
S. Nichols	Yam
R. Powell	Kaw
S. Whitten	Hod
250 EX.	
R. Powell	Kaw
S. Nichols	Yam
O. Hannon	Suz
500 & OPEN EX.	
M. Chamberlin	Tri
C. Hatcher	Tri
J. Hart	BSA
SPEC. EX.	
V. Hannon	Suz
R. Vanderpool	BSA
C. Hatcher	Tri
SWEEPS	
R. Powell	Kaw



THE DRIFTERS M.C. OF B.Z. CORNERS SPORTSMAN SCRAMBLES
White Salmon, Wash.
May 25, 1969
B

100cc TROPHY DASH	
Rickey Graves	Hod
100cc	
A-1 G. Sexton	Hod
A-2 Billy Lewis	Hod
A-3 Allen Mundt	Bri
200cc MOTOCROSS	
Mark Baker	Bul
Mike Hannula	Yam
Gordon Sexton	Yam
250cc TROPHY DASH	
Tom Rogerson	Kaw
250cc	
A-1 A. Morinville	Kaw
A-2 T. Rogerson	Kaw
A-3 Alan Frame	Kaw
B-1 Sonny Wright	Yam
B-2 Ralph Dye	Yam
OPEN CLASS T.D.	
Vern Perry	Tri
A-1 Jim Gale	Tri
A-2 S. Lamborne	Tri
A-3 Henry Schram	Tri
B-1 Mike McCall	Tri
B-2 Make Baker	Tri

Hi-Hats Scrambles
Martinez, Calif.
May 25, 1969
By C. D. McCarthy

100 NOVICE MAIN	
Richard Johnson	
Phil Anderson	
Jerry Haskins	
125 NOV/AM.	
Gary Greiner	
Randals Booth	
200 NOVICE MAIN	
Gary Lester	
Neil Koch	
Earnest Jacks	
Roger Harrington	
250 NOVICE	
Bron Stockman	
Jan Van Westrop	
Bill Trumbull	
Leon Gulzow	
Ron Frame	
250 AMATEUR	
James Thmpson	
Fred Bush	
Ross Russell	
250 EXPERT	
G. Carter	
Bill Stockham	
Don Smith	
375 Nov/AM	
Kelly Hudson	
Fred Bush	
John Silverti	
Jerry James	
500 NOVICE MAIN	
Lloyd Will	
Dennis Thompson	
Rovert Marozzani	
650 NOVICES	
Ron Orr	
John Borden	
Paul McKinzie	
OPEN EXPERT	
Rod Norgaard	
Don Smith	
Nate Topelar	

C.M.C. Motocross
Saddleback Park, Calif.
June 1, 1969
By Erich Kohler

125cc EXPERT	
B. Silverthorn	Pen
Tom Rapp	Bul
Ellsworth	Bul
125 JR. DIV. I	
B. Baron	Sac
B. Vacca	Bul
S. Wurtzel	Pen
500 JR.	
S. Jones	Hus
P. Harber	Gre
S. Schnider	Hus
125 JR. DIV. II	
M. Pritchard	Bul
A. Lund	Sac
M. Drews	Sac
250 EXPERT	
G. Bailey	Bre
B. Silverthorn	Hus
T. Hart	Mon
250 JR. DIV. I	
J. West	Yam
G. Harris	Hus
B. Barron	CZ
250 JR. DIV II	
S. Oliver	Yam
B. Bleyenberg	Yam
G. Gerlich JR.	Hus
500 EXPERT	
C. Minert	BSA
G. Bailey	Gre
T. Hart	Mon

Sugus Speedway
Saugus, Calif.
May 30, 1969
By Mike Capalite

TROPHY DASH	
Sonny Nutter	Jaw
Steve Bast	Jaw
Rick Woods	Jaw
G. Haserot	Jaw
C. MAIN	
Norm Elledge	Jap
Lonnie Arnold	Jap
Joe Chanky	Jaw
Harlan Bast	Jaw
B. MAIN	
John Carter	Jaw
Steve Bast	Jaw
Bill Cody	Jaw
Stu Morley	Jaw
A. Main	
Sonny Nutter	Jaw
Rick Woods	Jaw
G. reg Haserot	Jaw
Jack O'Brien	Jaw

Marysville TT
May 31, 1969
By Dale McKinnon

100 NOVICE	
Jerry Willis	Suz
Jack Eddings	Hod
Chuck Milligan	Hod
125 NOVICE	
Vic Krill	Yam
John Sassmah	Yam
Clifford Jones	---
200NOVICE	
Robert Keifer	Bul
RandallDunn	Bul
Glen Pair	Mon
250 NOVICE	
Melvin Byers	Bul
C. Fairchild	Kaw
J. Steelin	C-Z
250 AMATEUR	
Ron Gonella	Bul
Doug Sisamore	Bul
Ashley Jeffrey	Bul
375 NOVICE	
J. Jacobson	Tri
Steve Byers	Mon
650 NOVICE	
Don Holly	Tri
J. Linquiste	AJS
John Borden	Tri
650 AMATEUR	
D. Daickerson	Tri
Jerry Pillpot	Tri
Rick Groves	BSA
650 EXPERT	
R. Norgard	BSA
T. Mullenix	Tri
Elmer Gantry	Tri
SIDEHACKS	
Bass-Bickerstaff	Suz
Krill-Guire	Yam
V.Krill-Davis	Yam

Autodroma de Tijuana
TT Scrambles, 6-1-69

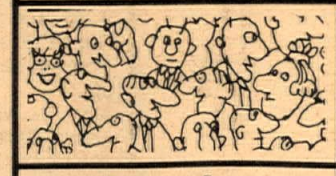
100cc MOTO combined	
Steve Sharp	Gar
Jim Casey	Suz
Jim Dunn	Bri
200cc MOTO combined	
Bob Darnell	Kaw
Chuck Palmer	Kaw
P. Dollarhide	Kaw
250cc MOTO combined	
J. Phillipson	Kaw
R. Schmersal	Yam
Don Swinko	Bul
OPEN MOTO combined	
R. Ribley	Mat
C. Norris	BSA
R. Gomez	Hon
15 LAP SWEEPSTAKES	
Rich Ribley	Mat
Steve Sharp	Gar
R. Schmersal	Yam

Bay Mare TT Scrambles
Moorpark, Calif.
June 1. 1969 - L. Sipe

100cc NOVICE	
B. Aarcher	Hod
B. Sulkin	Hon
T. Ash	Hod
125cc NOV/AM	
J. Dawson	Yam
B. Hardison	Yam
R. Mortimer	Yam
175-200 NOV/AM	
B. Hardison	Bul
C. Burt	Bul
R. Roster	Mon
250 NOVICE	
J. Herrett	Yam
M. Beanway	Kaw
C. Burt	1
250 AM/EX	
R. Ring	Yam
T. Dorsch	Tri
M Tillman	Bul
350 NOVICE	
C. Burt	Bul
F. Wells	Hon
J. Evertson	Bul
500 NOVICE	
A. Reed	Mai
J. Bean	Mai
M. Bast	Hon
350-500 AM/EX	
R.Rondell	T-M
M. Chamberlain	Tri
M. Tillman	Bul
OPEN NOVICE	
B. Walmer	---
F. Jamison	—
F. Close	Tri
OPEN AM/EX	
T. Dorsch	Tri
G. Stirbon	Tri
F. Corley	Tri

SALINAS RAMBLERS HILLCLIMB
May 25, 1969
By Margie Oxford

200 NOVICE	
Leonard Ponti	200 ft.
Joe Ponti	186 ft.
Bob Ballenger	180 ft.
200 EXPERT	
Joe Ponti	192 ft.
Albert Ponti	192 ft.
200 AM.	
Dick Oxford	165 ft.
250 NOVICE	
Mel Cunha	204 ft.
Doug Little	196 ft.
L. Montgomery	193 ft.
Larry Dillard	107 ft.
250 AM.	
Manuel Ponti	208 ft.
Steve Brooks	203 ft.
Ron Little	195 ft.
375 NOVICE	
David Clausen	210 ft.
Roger Voyles	205 ft.
Ronald Pagliaro	200 ft.
Clayton Catlett	198 ft.
375 AM.	
John Prebble	217 ft.
500 NOVICE	
Gorden Miller	230 ft.
Mel Cunha	228 ft.
B. Landsborough	206 ft.
650 NOVICE	
Jim Thompson	270 ft.
Leonard Sandval	260 ft.
Chris Intravia	249 ft.
Tom Elsa	235 ft.
Gene Prater	234 ft.
650 AM.	
Dick Oxford	225 ft.
Larry Smith	207 ft.
650 EXPERT	
Frank Durso	9:83
John Lamento	top time



Results

JACK RABBITS TT SCRAMBLES
Elsinore, Cal.
June 1, 1969
By Marueen Lee

POWEDER PUFF MOTO	
Sheila Talbot	Hon
Judy Plummer	Kaw
Maureen Lee	Hod
100 NOV. MAIN	
Scott Sivadge	Suz
Mike Hoffee	Hod
Ed Barnes	Yam
100 AM/EX. MOTO	
Ron Powell	Kaw
Troy McKee	Hod
B. Fravenberger	Suz
125 AM/EX. MOTO	
Larry Bird	Yam
Lorn Chapple	Yam
Lee Barnes	Yam
175-200 AM/EX.	
Bob Saunders	Bul
Allen McGower	Yam
Steve Gailloit	Bul
250 NOV. MAIN	
Mike Hagoski	Oss
Brian Savage	Yam
D. Butterfield	Yam
250 AM. MOTO	
C. Soderstrom	Bul
Tony Hoshgesang	Bul
B. Fravenberger	Bul
250 EXPERT MOTO	
Ted Longwith	Oss
Larry Taylor	Bul
Willie Hockie Jr.	Oss
350-500-650 AM. MOTO	
c. soderstrom	Bul
Tom LaFortune	Tri
Perry Armstrong	Tri
650 NOV. MOTO	
Danny Pelor	Tri
Ellis Bole	Tri
D. Hambleton	Tri
350 NOV. MOTO	
Bill Smith	BSA
Ric. Bird	Hon
J.J. Keene	Hon
500 NOV. MOTO	
Al Smith	BSA
Bob Baker	BSA
Sandy Robertson	BSA
500-650 EX. MOTO	
Dave Lunar	BSA
M. Chamberlain	Tri
Dwight Harlow	BSA
BIG BIKE SWEEPS	
Dave Lunar	BSA
Bill Smith	BSA
Al Smith	BSA

Bay Mare Hillclimb
Moorpark, Calif.
May 31, 1969
By Len Sipe

OPEN	
F. Durso	BSA
T. Elsa	---
D. Oxford	H-D
T. Burnet	Tri
251-500	
C. Minert	BSA
B. Tryon	BSA
M . Capalite	Mat
J. Clong	Hon
0-250cc	
J. Midgett	Bul
D. Oxford	Hon
J. Gresham	Bul
B. Pettyjohn	Bul

Fastest time: 12.75 sec. set by F. Durso

Whiteman Stadium
Pacoima, Calif.
May 31, 1969
By Mike Capalite

TROPHY DASH	
Sonny Nutter	Jaw
Rick Woods	Jaw
Greg Haserot	Jaw
John Carter	Jaw
C MAIN	
Lonnie Arnold	Jap
Ron Miller	Jaw
Jim Gresham	Jaw
P. Cconserriere	Jaw
B MAIN	
John Carter	Jaw
Sonny Nutter	Jaw
Stu Morley	Jaw
S. Tanner	Jap
A MAIN	
Rick Woods	Jaw
STeve Bast	Jaw
G. reg Haserot	Jaw
N. Elledge	Jap

SAN BERNARDINO M.C. HARE SCRAMBLES
May 30, 1969
By Dick Wright

Mike Patrick	Yam
Gary Conrad	Hus
John Bailey	Yam
Bill Friant	Hus
George Zuber	Yam
Gary Cole	Mai
Tom Maxwell	Nor
Jack Byers	Ric
Duffy Hambleton	Tri
Don McNamee	Kaw
Roger Terry	Hus
Glenn Thomas	Hus
Ron Sloan	Ric
Bob McLaughlin	C-Z
Darryl Ellis	Hus
D. Prosser	Hus
Bob Dietz	–
Dan Kline	Gre
James Reio	Hus
100cc	
Terry Clark	Hod
Mark Rader	Hod
Jack Morgan	Hod
Don Watkins Jr.	Sac
R. Fortier	Hod
Jeff Wright	
F. MacDougall	Hod
Allen Pepple	Hod
Steve Anderson	Hod
Steve Fortner	Hod

AURORA SPEEDWAY
Aurora, Oregon
May 25, 1969
By J. Lacey

100cc T.D.	
Bruce Malvany	Suz
100cc B MAIN	
Ron Story	Yam
Greg Lind	Bri
George Jones	Kaw
100cc A MAIN	
Bruce Malvany	Suz
Gary Kapus	Kaw
Dennis Fromm	Kaw
200cc T.D.	
Gary Kapus	Kaw
200cc A MAIN	
Gary Kapus	Kaw
Mike Watkins	Kaw
250cc T.D.	
Chuck Joyner	Kaw
250 C MAIN	
Jim Coultas	Yam
Gary Washburn	Bul
250cc A MAIN	
Chuck Joyner	Kaw
Darrell Cotton	Kaw
OPEN CLASS T.D.	
Don Kendig	Nor
OPEN A MAIN	
Tom Leslie	Tri

RESULTS

LIONS DRAG STRIP
Wilmington, Cal. 6-1-69
By Dan Zeman

TOP GAS		
Tim Mark	10.81-126.00	H-D
TOP MODIFIED		
Al Sherwin	12.18-108.69	H-D
TOP STREET		
Dirk Luijt	13.23- 96.56	Kaw
STREET:		
B-Will Hodges	13.24- 97.40	H-D
C-G.Jonovich	13.41- 96.25	Nor
D-Dirk Luijt	13.23- 96.56	Kaw
MODIFIED		
B-Al Sherwin	12.18-108.69	H-D
C-D.Strickland	12.82-106.00	BSA
D-R.Sommers	12.84-100.55	Suz
F-Snyder	15.57- 80.21	Hon
G-Jack Linn	12.08-111.06	Suz
GAS:		
A-Tim Mark	10.81-126.00	H-D
C-Moulders & Johnson	11.84-111.00	Nor
D-Chris Young	12.72-107.50	Suz
E-Charlie Cash	12.70-102.00	Suz

ASCOT HALF MILE
Gardena, Calif.
May 30, 1969

15 LAP EXPERT FINAL	
Shorty Seabourne	BSA
Sammy Tanner	Enf
Lloyd Houchins	BSA
P. Conserriere	H-D
Mel Lacher	H-D
Len Earl	H-D
Reg Chosney	BSA
Tim Harris	BSA
Ron Kruseman	Tri
Geezer Emick	BSA
8LAP NOVICE FINAL	
Don Emde	Suz
F. Edwards	Yam
Rick Talbot	H-D
N. Blochinger	H-D
Ted Longwith	Kaw
Chuck Hart	Hon
Milo Walz	Hon
Bart McMurray	Suz
Tod Sloane	Kaw
Phil Kinkle	Suz
3 LAP TROPH DASH	
Houchins	BSA
Emmick	BSA
Donaher	Vel
Seabourne	BSA
10 LAP AMATEUR FINAL	
Terry Donaher	Vel
Stan Hill	BSA
Bob Fulton	H-D
Randy Smith	H-D
Keith Mashburn	Yam
Bob Hynes	Tri
Don Dudek	Tri
Mike Spitzer	Tri

S.C.T.A. TWO DAY
TRIALS BIG BEAR LAKE
Provisional Results
May 31, June 1, 1969

MASTERS	
Bob Nickelsen	Bul
Bob Grove	Bul
Jack Ward	Bul
John Walters	Bul
EXPERTS	
John Brewer	Cot
Jack Norman	Bul
Mike Hans	Cot
Bill Batzloff	Cot
AM. LIGHTWEIGHT	
Bob Hans	Bul
Tom Conley	Gre
John Schulz	Mon
AM. ULTRA-LTWT.	
Gary Lane	Hod
J. Highburger	Yam
Jeff Norman	Yam

LIVONIA NAT'L RAINED OUT

ORANGE COUNTY INTL.
June 1, 1969
By Dennis Greene

JUNIOR G.P. 250-OPEN	
Kelly Evans	Yam
Ralph Garcia	Yam
Dick Brewer	Yam
250cc	
Kelly Evans	Yam
Ralph Garcia	Yam
Dick Brewer	Yam
350cc	
Jerry Boyer	Suz
0-2--cc PROD	
John Israel	Yam
Pat Evans	Yam
Dain Gingerelli	Suz
100cc	
Pat Evans	Yam
Stan Smith	Bri
Dve EVans	Bri
125cc	
Jonas Isreel	Yam
Bob Gunther	Yam
Hugo Chicon	Suz
175cc	
Ceaser Naguero	Hon
Jerry Nathel	Yam
Ken Smith	Bri
200cc	
Dain Gingerelli	Suz
OPEN	
Jack Simmons	Nor
George Kerker	Nor
George Miller	Tri
500cc	
J. Christopher	Kaw
Gerry Howerton	Kaw
Tom Steele	Kaw
350cc	
Maurice Valdes	Hon
Jerry Boyer	Suz
John Lassak	Hon
250cc	
Ray Wittbrod	Suz
Jerry Mathel	Yam
0-200cc JR. G.P.	
L. Williford	Duc
Pat Evans	Hod
Wade Killer	Yam
100cc	
Pat EVans	Hod
Wade Killen	Yam
Jack Rich	Yam
125cc	
Gary Kyle	Kaw
Chuck Small	Bul
175cc	
L. Williford	Duc
Alfred Coppel	Duc
Ceasar Noguera	Hon
500-OPEN PROD.	
Jack Simmons	Nor
George Kerker	Nor
J. Christopher	
500-OPEN SR. G.P.	
Jack Simmons	Nor
Don Vesco	BSA
J. McGillivray	Tri
250-OPEN PROD.	
Jack Simmons	Nor
George Kerker	Nor
J. Christopher	Kaw
250 SR. G.P.	
Ron Pierce	Yam
Ron Grant	Suz
Don Emde	Yam
350 SR. G.P.	
Don Vesco	Yam
Don Emde	Yam
Art Baumann	Yam
0-175 SR. G.P.	
Hurley Wilvert	Hon
Stan Smith	Bri
J. McGillivray	Yam
100cc	
J. McGillivray	YAm
125cc	
Hurley Wilvert	Hon
Bob Gunther	Yam
175cc	
Stan Smith	Bri
Maurice Valdes	Hon
Don Emde	Hod
John Brub	Hon
Bill Doublas	Hon
SIDECARS	
Hummer Gillbransen	H-D
Auer Cummings	Kaw
Sharrow MacGregor	Tri
Bingham Wade	Hon
Newbrand Garnett	BMW

EASTSIDE M.C. BENEFIT
Gilroy, Calif.
May 30, 1969
By W.H. Spencer

100 NOVICE	
Tim Ronsse	Hod
Ron Leidig	Hod
Walt Nunes	Hod
100 AM.	
Lee Seidel	Kaw
John Brown	Hod
Jim McGuire	Hod
Dave Payton	Hod
200 NOV.	
Dale Ivan	Bul
Gary Kunsman	Bul
Ivan Shigamasa	Bul
200 AM.	
Barry Webb	Kaw
Steve Pestoni	Suz
John Hlebo	Hon
250 NOV.	
Barry Webb	Kaw
Steve Pestoni	Suz
250 NOV.	
John Fhundes	Bul
Hubert Wells	Bul
Ernis Muyanao	Bul
250 AM.	
Dick Plowman	Hus
Dave Frey	Bul
Dick Steinke	Bul
250 EX.	
Al Kenyon	Bul
Jim Foley	Bul
Scott Diffenbaugh	Bul
375 NOV.	
Dave Clauson	Mai
John Little	Mon
Ron Johnson	Mai
375 AM.	
Cosby Chestnut	Mai
Sherwin Kimball	Mai
Jim Booth	Mai
375 EX.	
Al Kenyon	Bul
Scott Diffenbaugh	Bul
Don Murray	Hon
500 NOV.	
Dave Whitehead	Tri
Don Tindall	Tri
Hector Cisneros	Tri
500 AM.	
B. Landsborough	BSA
Ken Baisa	Tri
Rich Jacobs	Tri
650 NOV.	
Stan Cappat	Tri
Roy Geddie	BSA
Craig Goodwin	Tri
650 AM.	
Jim Morrill	Tri
T. Iacobitti	Tri
Mario Rinaldi	Tri
650 EX.	
Bob Scally	Tri
Rick Otto	Tri
Bill Flett	Tri

SHAMROCKS MOTOCROSS
Bay Mare, Cal.
May 30, 1969
By Maureen Lee

125 NOVICE	
Jim Dawson	Yam
Dave Garber	Sax
Roger Mortimer	Yam
125 AMATEUR	
Jim O'Neil	Bul
Bob Ewing	Sac
Walt Bird	Pen
125 EXPERT	
H. Mendenhall	Yam
Joe Veillon	Sac
John Rice	Sac
250 NOVICE	
Chuck Lunde	C-Z
Bill Spann	Mon
Ron Bird	Yam
250 AMATEUR	
Rick Hall	Yam
Don Benson	C-Z
Al Welcome	Oss
250 EXPERT	
John Maynard	C-Z
Lonnie Peterson	R-E
Jim Bentley	C-Z
500 NOVICE	
M. Chamberlain	Hus
Phil Mailloux	Hus
Roger Flaming	Mai
500 AMATEUR	
Shorty Rodman	Hus
Jesse Goldberg	Mai
Larry Geese	Hus
OPEN EXPERT	
Feets Minert	BSA
John Maynard	C-Z
Lonnie Peterson	Mai

SIDEWINDERS
SPORTSMAN M.C.
May 24, 1969
By J.K. Lacey

100cc A MAIN	
Gary Kapus	Kaw
Bruce Malvaney	Suz
Dennis Fromm	Kaw
Allan Mundt	Bri
B MAIN	
Robby Ohge	Kaw
Greg Lind	Bri
Don Lange	Suz
Gary Storey	-
TROPHY DASH	
Gary Kapus	Kaw
Bruce Malvaney	Suz
Dennis Fromm	Kaw
Ron Denney	Pen
200cc A MAIN	
Jim Nichols	Kaw
Nick Akins	Bul
Mark Bakee	Bul
Mike Thompson	Bul
B MAIN	
Mike Hannula	Yam
Gary Holmes	Kaw
Lee Thompson	Kaw
Homer Chavis	Bul
TROPHY DASH	
Nick Akins	Bul
Bob Wright	Bul
S. Christiansen	Kaw
250cc A MAIN	
Chuck Joyner	Kaw
Darrel Cotton	Kaw
Mike Ellis	Yam
Dale Hixson	Yam
B MAIN	
Phil Davis	Bul
Bob Ryder	Kaw
Sonnie Wright	Yam
Ron Marquis	C-Z
1st C MAIN	
Harold Record	Bul
Bob Smith	Hon
Tim Lockwood	Bul
Jim Mullins	Hon
2nd C MAIN	
Erick Walen	Kaw
Gary Washburn	Bul
Harold Booth	Hon
TROPHY DASH	
Chuck Joyner	Kaw
Mike Ellis	Yam
Darrel Cotton	Kaw
Bill Donaca	Bul
500cc A MAIN	
Gary Kapus	Kaw
Jay Lacey	Tri
Don McShane	Suz
Ron Fox	BSA
B MAIN	
John Donaca	Tri
S. Christiansen	Kaw
Don Wilkenson	Tri
Tim Lockwood	Bul
TROPHY DASH	
Jay Lacey	Tri
Gary Kapus	Kaw
Don McShane	Suz
Ralph Hill	Tri
OPEN A MAIN	
Chuck Joyner	Tri
Don Kendig	Nor
Dennis Erdman	Tri
Dennis Miller	Tri
B MAIN	
bill Manley	H-D
Mike Gregg	Nor
Steve Lamborn	Tri
Bob Lindauer	BSA
TROPHY DASH	
Chuck Joyner	Tri
Dennis Erdman	Tri
Don Kendig	Nor
POWDER PUFF	
Kay Bryson	–
Ellen Denney	M-B

SIDEWINDERS
CLASS C
May 23, 1969
By Jay Lacey

NOVICE T.D.	
Darrel Cotton	Kaw
NOV. MAIN EVENT	
Darrel Cotton	Kaw
Mike Gregg	Bul
Mike McCall	Kaw
AM. TROPHY DASH	
Bill Elder	H-D
AM. MAIN EVENT	
Jack Mott	BSA
Bill Elder	H-D
Bill Manley	H-D
EXPERT T.D.	
Mark Williams	Tri
EXPERT MAIN EVENT	
Mark Williams	Tri
Gary Davis	Tri
Ike Reed	Tri

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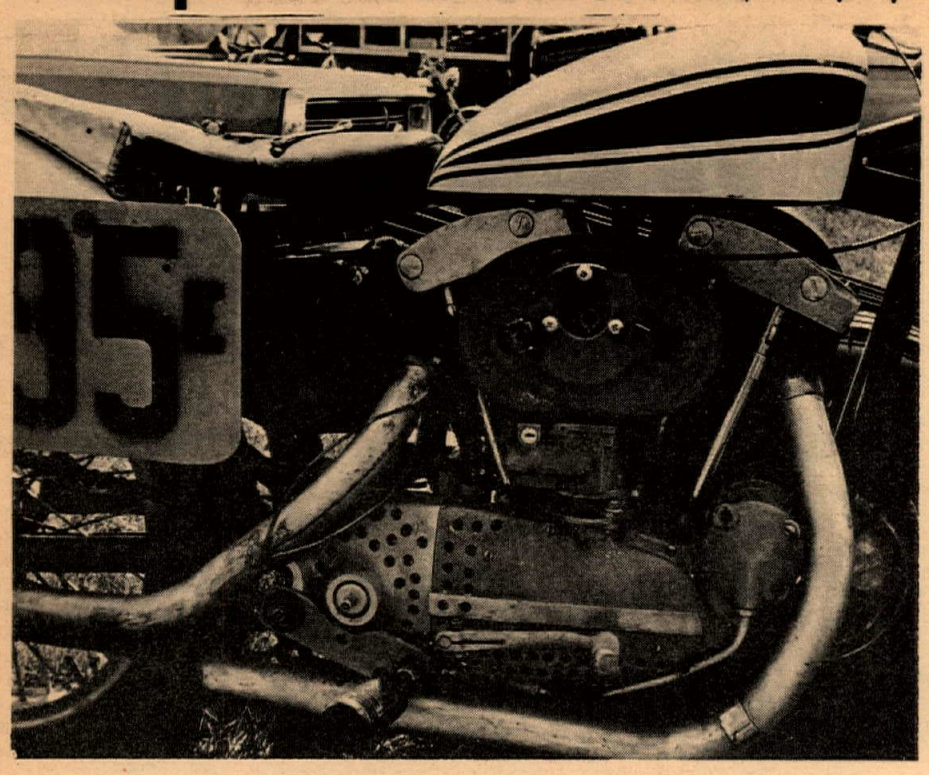
INTERNATIONAL G.P.
ROAD RACES May 18, 1969
Green Valley Raceway,
Fort Worth, Texas (Official)

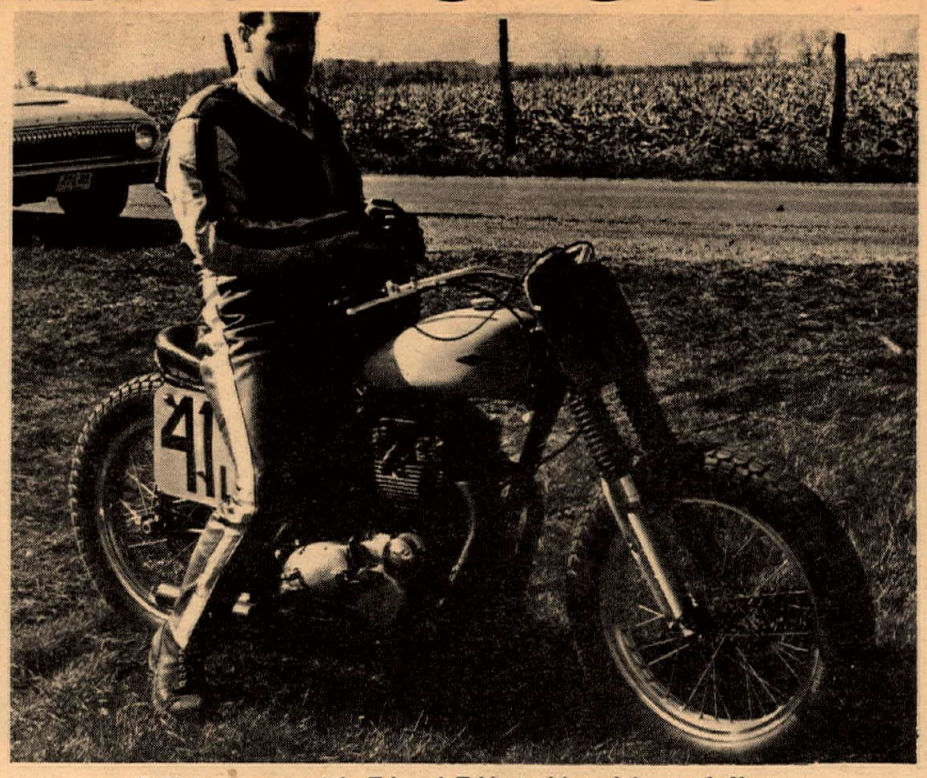
STOCK PROD. ROAD RACES		
200cc CLASS		
Danny Forke	Hon	San Antonio
Bently Hardwick	Suz	Dallas
Charles Kimbro	Yam	Bryan
250cc CLASS		
David Broyles	Bul	Irving
Joe Long	Suz	New Orleans
Lynn Kile	Suz	Houston
350cc CLASS		
Jet Tharp	Yam	Brownwood
Jim Schwantz	Yam	Houston
Bently Hardwick	Suz	Dallas
OPEN CLASS		
Virgil Davenport	Tri	Dallas
Wesley Crane	BSA	Fort Worth
Bob Lane	Tri	Dallas
GP ROAD RACES		
125cc CLASS		
Johnny Bryant	Yam	Fort Worth
Jim Lutz	Bul	Fort Worth
Edward Green	Suz	Mansfield
Robert E. Lee	Yam	Bedford
200cc CLASS		
Steve Littlefield	Hon	Wichita Falls
George Johnson	Yam	Midland
Danny Forke	Hon	San Antonio
250cc CLASS		
Jim Anderson	Kaw	Dallas
Wendell Tisdale	Duc	Rogers, Ark.
Jet Tharp	Yam	Brownwood
Tommy Hall	Duc	Rogers, Ark.
500cc CLASS		
Larry Beall	Kaw	Houston
J.C. Klusmeyer	Duc	Odessa
Felipe Terriquez	BSA	Monterrey,
Bob Nagiller	Tri	Odessa
OPEN CLASS		
Rusty Bradley	Tri	Dallas
Virgil Davenport	Tri	Dallas
Wesley Crane	BSA	Fort Worth
Jon Minonno	Tri	Mineral Wells
GP GRAND FINALES (ROAD RACES)		
200cc EVENT WINNER		
George Johnson	Yam	Midland
RUNNERUP		
Johnny Bryant	Yam	Fort Worth
250cc EVENT		
CARD HOLDER		
Wendell Tisdale	Duc	Rogers, Ark.
SPORTSMAN		
Jet Tharp	Yam	Brownwood
OPEN EVENT		
CARD HOLDER		
Rusty Bradley	Tri	Dallas
SPORTSMAN		
Wesley Crane	BSA	Fort Worth
MOTOCROSS RACES		
125cc CLASS		
Al Locke	Bul	Fort Worth
Darrell Davis	Sac	Fort Worth
James Hascker	Pen	Austin
W.C. Kitchens	Hod	Fort Worth
250cc CLASS		
Mark Moore	CZ	Dallas
Ed Terrall	Hus	Dallas
Whitney Fanning	CZ	Fort Worth
Roy E. Daniel	Bul	Arlington
360cc CLASS		
Joe Joiner	CZ	Fort Worth
John Lavicone	Mon	Dallas
Barry Nance	Hus	Arlington
Phil Oliver	Tri	Arlington
DRAG RACES		
STOCK BIKE:		
AB Tom Byars	H-D	Beaumont
CB Bob Lane	Tri	Dallas
DB Nick Morale	Kaw	Dallas
EB Jim Schwantz	Yam	Houston
FB Vic Langford	Hon	Fort Worth
GB David Broyles	Bul	Irving
IB Steve Spuryer	Hon	Denton
JB P. TheBerge	Yam	Ranger
MODIFIED BIKE:		
AMB R. Bradley	Tri	Dallas
CMB J. Minonno	Tri	Mineral Wells
DMB L. Beall	Kaw	Houston
FMB M. TheBerge	Hon	Ranger
DGOB John Meyer	Hon	Irving

ALL RESULTS ARE UNOFFICIAL UNLESS OTHERWISE INDICATED.

Harley 750cc OHV Triumph 3 Flattracker 2 WAYS TO GO



Butler's 750cc Sportster represents much time, effort and thought.



DeMoisey converted the Triumph Trident with a minimum of effort.

By Ed Youngblood

Chillicothe, like Springfield, the week before was teaming with examples of what the new AMA rules have brought forth in professional racing. The new BSA Lightnings, Triumph Bonnevilles, and Nortons were present, and the KRs, Gold Stars, and 500cc Triumphs were still trying. But the KR is the only older bike that continues to keep pace with the 650s, and that it still does handsomely. We finally got word, though, that the new 750cc overhead H-D will soon go into production.

Two Amateurs, however, are not waiting for the factories. Representing the great rivals H-D and Triumph, they have adventured on to the logical conclusions of the new rule book. Robert Butler (Amateur 95E from Oxford, Michigan) has beaten Milwaukee to the track with a 750 overhead, and Johnny DeMoisey (Amateur 41L from Covington, Kentucky) is fielding a Triumph three-cylinder, the bike that Baltimore reportedly rejected in favor of the Bonneville.

Externally, Butler's mount looks like a stock Sportster in the KR lowboy road-racing frame. But the innards have been re-worked along the general lines that the factory will follow in production of its new 750 overhead. The standard bore of three inches with a .005" overbore has been retained, so the necessary reduction has been achieved by shortening the stroke.

To bring the stock 883cc Sportster down to 750cc Butler and his comrades at Plant 14 of the Pontiac Motor Division where he works have welded over the crank pin holes in the stock flywheels, and re-drilled them .312" closer to the crankshaft center. Replacing the pin at this distance brings the volume down to the legal limit, then the cylinders are shortened accordingly.

Little else has been changed in the powerplant, though new sprockets had to be fabricated to get proper gearing to the rear wheel. To mount the tall Sportster motor in the lowboy frame, the backbone had to be cut away and replaced for an extra 1½ inch clearance. Robert's brother did most of the brain work. With his engineering guidance and help from friends at Pontiac, Robert is confident that he can come up with a successful machine when minor teething problems are solved.

Johnny DeMoisey decided to get his full share of cubic inches by preparing a new Triumph Trident Three for racing. Many years of scrambling experience with a 500cc Triumph influenced his decision, since the 750 is virtually a row of three of the 250cc cylinders.

Internally the Trident is unchanged, except for the stripping, clearancing, and careful rebuilding that normally goes into a racing engine. The stock frame and front end are retained, and the only alteration to suspension is a pair of Koni shock absorbers at the rear. Johnny reports that handling is good and that the motor supplies large amounts of well-distributed power.

Bigger carburetors are attached, and exhaust is channeled through very small and gradually tapered megaphones, one to the left and two to the right. The Trident measures out two full inches longer than the Bonneville.

DeMoisey carries a small brake on the rear, and uses it via a right-hand handlebar lever. He feels that the smooth power supplied by the multi is a definite advantage and reports no problem with width or high center of gravity. He says the greater length probably makes up for any handling problems that might result from the 365 pound weight.

Butler and DeMoisey, we wish you luck. It is your kind of adventurous attitude that makes Class C racing the exciting sport it is.

Admission $2.50

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Motorcycle SPEEDWAY

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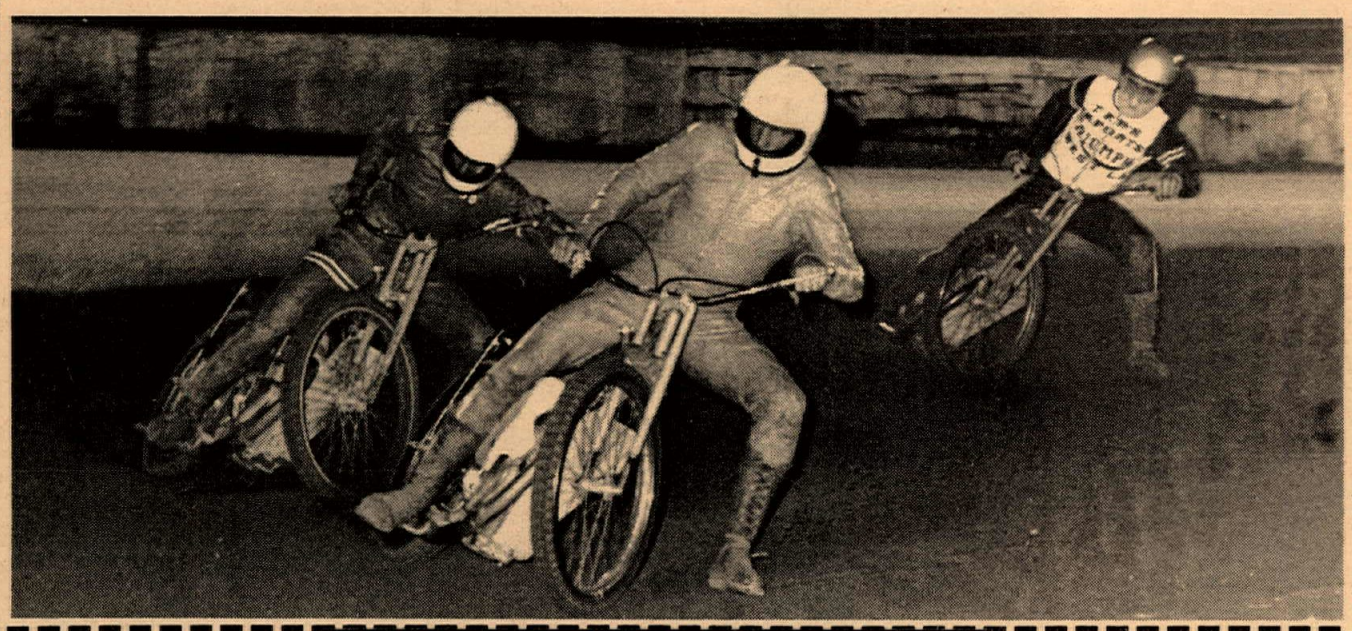

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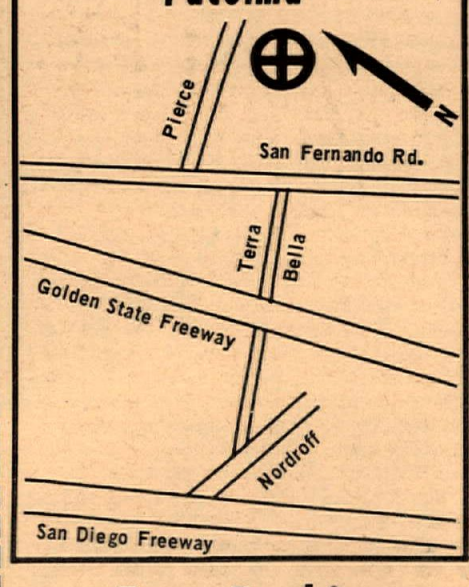

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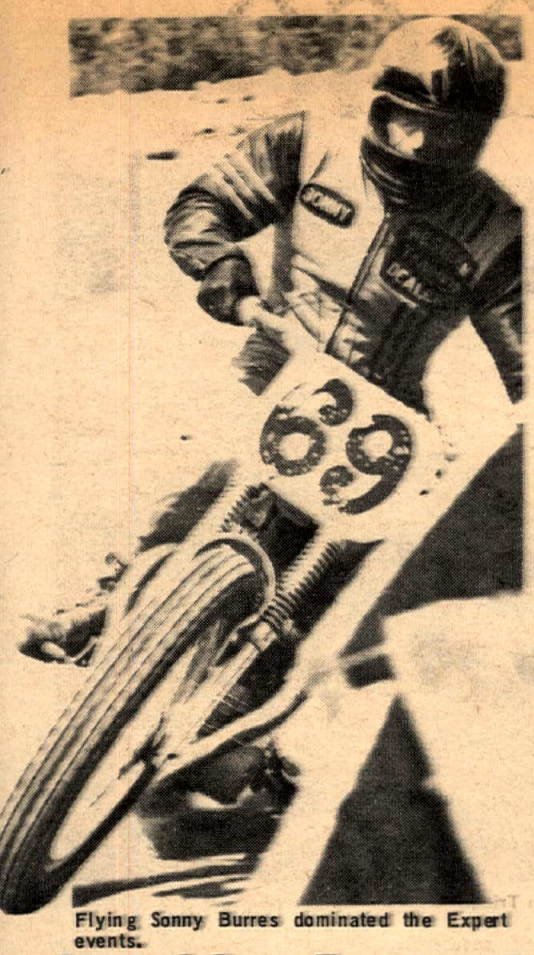

Flying Sonny Burres dominated the Expert events.

Annual Port Townsend Rhododendron Flat Track

by Vic Ebbutt

PORT TOWNSEND, WASH., May 18, 1969 – The annual 4-Star half-mile flat track race in Port Townsend, Washington takes place at the tip of the magnificent Olympic Peninsula. To this correspondent this race means rising at dawn and taking a lovely ferry ride to the peninsula from Seattle, then following the contours of the sound North; the bays, the inlets, the bridges, through the fantastic pastoral scenes lined with thousands upon thousands of rhododendrons newly in blossom. Rhododendrons that shout as you glide by on your new Commando that "Summer is almost here, professional racing is back". There are old acquaintances to be renewed after a drizzly winter and new friends to be made at the gigantic breakfast sponsored by the San Juan Motorcycle Club of Port Townsend.

The race itself is the climax of the famous Rhododendron Festival. Saturday events include a parade, a field meet and a bike show. The new Redmond Raiders in full regalia and with a 100% club turnout received a total of five trophies including the coveted Judges Choice in the parade.

Two facts of the event that are always present are the warm reception of the sponsoring club and the clock-like precision with which their events are run. Time trials at noon start precisely at noon, racing at one p.m. means the first event starts at one p.m.

The Expert races, under cloudless skies, were dominated by flying Sonny Burres of Portland on his new Triumph as he led the A Main from start to finish. Dave Clift of Tacoma on a new Kawasaki 650 maintained a comfortable second place until the fifth lap when he unloaded very hard into a large bunch of blackberry bushes at the south end of the track. It was then a nip and tuck battle for second and third between Ike Reed of Salem and new National Number 70, young Mark Williams of Portland. Ike finally edged Williams out in the final lap and Ross Roberts of Yakima took fourth with Dan Holton in fifth. All finishers were Triumph mounted.

Harley-Davidson took both first and second in the Amateur Main with Bill Elder on the number one machine to the checkered flag with John Bromley, Tacoma fireman, inches from his rear wheel. In third place was Bryan Shannon, the smiling Irishman, on a Triumph, followed by Jim Harris and up-and-coming Lee Thurman, both on Triumphs.

The Novice Main, consisting of eight riders, was really a two man race with the lead passing back and forth a number of times between Rik Holly of San Diego on his hot Honda, and Pat Marinacci of Seattle on a Bultaco. Rik finished first, Pat second and newcomer Monti Montgomery, young wheat rancher from Kennewick, on his Yamaha, took third place.

Greg Morris shows fine form coming out of the first turn.

Dan Brecht was fourth on a CZ. I am convinced this young man finished fourth only because of lack of power. He will be a rider to keep an eye on in the future.

The ride home at the conclusion of the day's events is anti-climatic but as you swoop around corners, with the warm breeze blowing in your face, you can't help but reminisce about Emil Ahola blasting into the stretch, Sonny Burres broad-sliding around the far turn and new National Number 83, Don McLeod fighting it out with Canada's TT Champion, Larry Garbe. Ah, flat-tracks! There is truly nothing like it!

(Results on page 27)

American Team

Red Carnations, A Can Of Oil And $200

VANNES, FRANCE, May 4, 1969 – A bouquet of red carnations, a small trophy, a bottle of booze, a can of oil, and $200 were Ron Nelson's spoils for a third overall finish in the Vannes International Motocross.

Only occasional rays of sunshine have interspersed the gloomy luck that has dogged the Americans throughout the tour so far. Between Chalon and Vannes, a tractor-trailer rig smacked Nelson's truck and fled the scene. Ron felt they were going into a river when a fence and light pole intervened just in time. Ron's third place momentarily lifted everyone's spirits but fate struck them again. John DeSoto crashed in the first moto and ran a footpeg into his shoulder. He was in surgery for two hours and held for observation afterwards. Now John and the truck have to be fixed and the men say they will miss the Swedish GP.

Their riding is improving without a doubt. Just before Vannes, at Chalons, France, John finished sixth and Ron eighth.

RIDE TO VICTORY ON THE MOTOCROSS CHOSEN BY WORLD CHAMPION PAUL FRIEDRICHS

250cc World Motocross Point Standings

1st Geboers – CZ
2nd Robert – CZ
3rd Konecny – CZ

JAWA

American CZ Riders Victories

Stumpjumpers G.P.
5/18/69
250cc Novice
1st Bruce Baron – CZ
250cc Am/Ex
2nd John Maynard – CZ
500cc Am/Ex
2nd John Maynard – CZ

Salem Motocross
5/18/69
Open Ex.
1st Bob Leach – CZ

San Angelo, Texas
Motocross 5/18/69
250cc Class
1st Mark Moore – CZ
360cc Class
1st Joe Joiner – CZ

Paul Friedrichs, shown above, is offered the finest motocross available from manufacturers all over the world. He selected CZ and has been 500cc World Champion in 1966, 1967 and 1968. The 250cc CZ has been World Champion in 1964, 1965 and 1968 as well. Choose CZ and you can ride with the champions. The rest is up to you. If you're serious about motocross why spend your money for anything but the best.

SPECIFICATIONS

	250cc	360cc
Model	980	969/01
Bore	70mm	80mm
Stroke	64mm	72mm
Compression Ratio	10.5:1	10.5:1
Horsepower	29 @ 6,800 rpm	36 @ 6,400 rpm
Dry Weight	227 lbs.	234 lbs.

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THINGS

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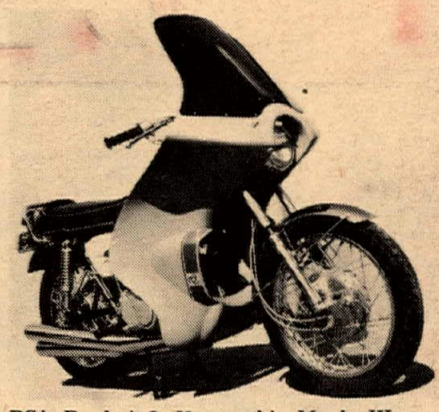
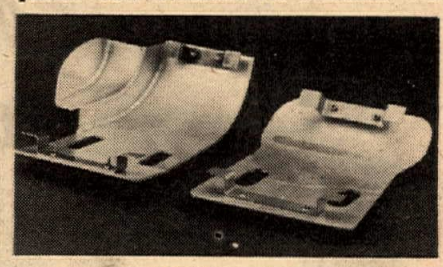
Keeping pace with current trends toward multicylinder cycles, Vetter Fairings is introducing their new Phantom III. It retails for $174. Available for



BSA Rocket 3, Kawasaki Mach III, Triumph Trident, and Suzuki 500/5. For further information on the Vetter line, write: Vetter Fairings, Dept. N, P.O. Box 216, Urbana, Illinois 61801.

"CASE-GARD" SKID PLATES FOR METISSE

"Light weight armor plate" is a good quickie description of Case-Gard skid plates now available for Rickman Me-



tisse. Made of 3/16-inch tempered alloy, Case-Gard provides positive protection for vulnerable engine cases and oil-carrying frame tubes. Custom shaped for looks as well as proper fit and coverage, plates are secured to frame by steel clamps. Total weight for 650 Triumph-Metisse item (left in photo) is 4 lbs. 12 oz. and is priced $48. Case-Gard for Mark IV Metisse (500 Triumph, BSA Victor, etc.) weighs just 3 lbs. 12 oz. and costs $30.

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Aragon velocity stacks are dyno-tuned racing components allowing a more efficient flow of intake air to your engine. Manufactured of high quality Sun-Ray alloy, Aragon velocity stacks offer maximum performance on stock machines. Sizes available for Hondas (all models) and all English motorcycles. $4.95 each or $9.95 a pair. Aragon Dist. Co.,

INVADERS RE-ELECT DUNCAN

On May 23rd, the Invaders Motorcycle Club, Inc., elected club officers to serve for the coming year.

Last year's preseident, Bob Duncan, was re-elected, as was the treasurer, Allen Locke. The new vice-president is Don Gaide, and the club secretary is Jim Meyer. Don Gaide and Jim Meyer are the Dist. 37 representatives, while Leroy Bevins and Randy Milligan will serve as alternates. Jim Meyer also has the honor of being the club referee.

The club is an A.M.A. sanctioned, desert competition club, and is hosting a European Scrambles, desert race on Sunday, August 17th.

TORSION FORK BRACE

Exclusive from Aragon is a clamp-on fork brace designed to use the torsion principle of rigidity, said to be the only true fork brace. The Aragon Torsion Brace allows fork legs to flex under extreme stress and then return to normal position without bending. It's the only brace now on the market that fits the 238 Kawasaki.

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BSA THE WINNING WAY

Reading ½ Mile National
May 25th
Amateur Main Event
1st DAVE ALDANA

BSA
650cc Lightning

ACA Motocross
May 25th
500cc Senior Class
1st CHUCK MINERT

BSA
441cc Victor Special

Victor Week-end Victories

Friday - May 30
Motocross - Bay Mare
500/Open Expert Class

1st Chuck Minert - BSA Victor

Saturday - May 31
Hill Climb - Bay Mare

1st Chuck Minert - BSA Victor
2nd Bob Tryon - BSA Victor

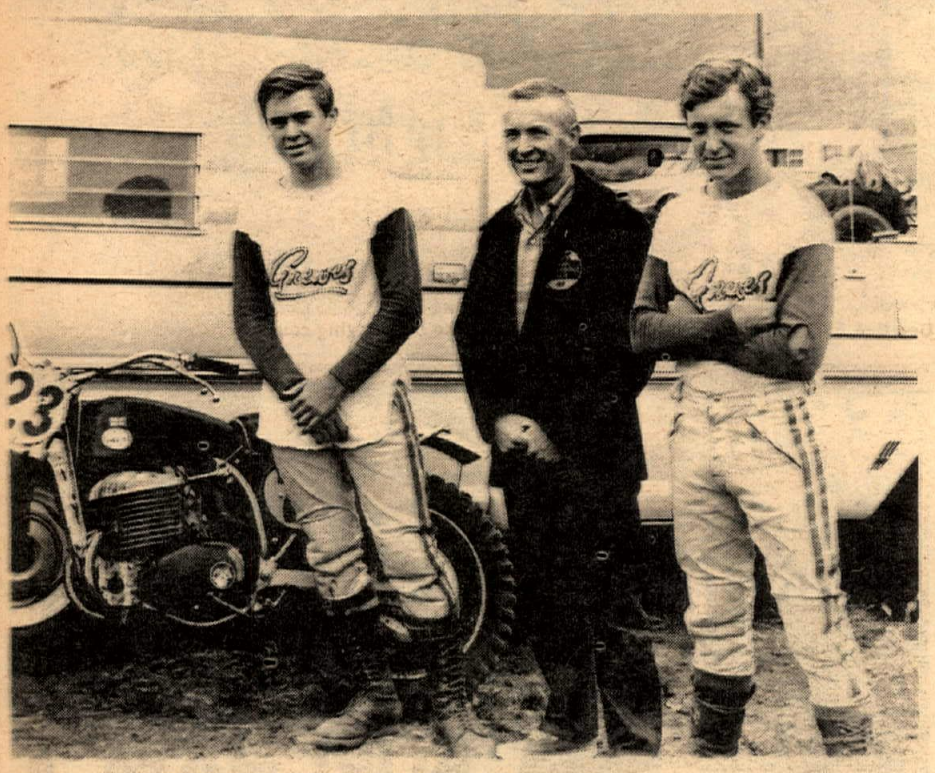
Sunday - June 1
Motocross - Saddleback Park
1st Chuck Minert - BSA Victor

Motocross - Perris
1st Gary Jones - BSA Victor

Tri-Sate Scrambles
1st Mike Keen - BSA Victor

When a man really wants to ride... BSA

Chuck Minert (BSA) leads the eager pack of Seniors to a 500cc win. Munber 57 is Mark Blackwell, Number 11 Jim Wilson.



Paul Harber, left, Jim Harber, right flank their dad. Boys are sponsored by Vegas Cycle Center.

ON HOME STRETCH!

BAILEY TAKES 'TRIP SERIES' LEAD

By Erich Kohler

IRVINE, CAL. June 1st – In spite of a three week old injury leaving his clutch hand swollen, the index finger useless, Gary Bailey is now the leader for the C.M.C. trip to England series. He did it by way of one first and two seconds for first overall in 250 Expert.

Paul Harber, the Las Vegas high school junior who was tied with Bailey until today, missed getting first overall in the 250 Jr. class by only 5 points. Both Paul and his brother are doing remarkably well, especially considering 17-year-old Paul started his very first race just last August, and brother John didn't start until October!

Races started with the 125 Expert which was won by B. Silverthorn on a Penton, with S. Ellsworth and Tom Rapp 2nd and 3rd, both on Bultacos. Bailey missed getting into gear and consequently was dead last up the hill. After a really good ride he came in 4th. In the second 125 Expert moto, Tom Rapp outdragged everybody up to the first turn, ended 2nd with Bailey 3rd. Silverthorn showed them the way home. Bailey didn't run in the third moto. Tom Rapp ran away with it, which gave Silverthorn the overall win for three firsts.

Winners of the 125 Jr. class were Bruce Baron on a Sachs, B. Vacca (Bul), and A. Wurtzell (Penton). Jim Meyers Sr. ran his first race today, with ' Dirty Old Man" in big letters across his back. Like son like father.

Next class was 250 Jr. Div. 2. M. Pritchard was the winner, followed by Sachs riders A. Lund and M. Drews.

Bailey got a good start in the first moto of the 250 Expert and was never headed. Tim Hart was 2nd on a Montesa, and Jim Wilson 3rd. The second heat looked like a repeat until the last hundred yards. Bill Silverthorn zapped Gary going up that steep hill just before the checker. Going into the third moto, Tim Hart led into the 1st turn, pushed by Bailey. Bailey got him on the 3rd lap and was himself being pressed by Silverthorn again!

Bailey didn't seem to be fighting very hard, knowing that even with a 2nd he would still have the overall win, so Silverthorn won that heat too.

Gary was 1st overall on his Greeves, Silverthorn and his Husky were 2nd, and Hart, Montesa, third. Jim Wilson was 4th, Greeves again, and Tom Rapp was 5th on the first motocross astride his new Sherpa.

Next, the 250 Jr. Div. 1 was won by J. West (Yamaha), 2nd was G. Harris (Husky) and 3rd B. Barron (C.Z.). Paul Harber's younger brother John ran in this class and although not quite fast enough yet, was doing quite well until the third moto when he crashed very hard and was whisked off to the hospital to see if his leg was broken. The doctor said no, and he was allowed to return home to sunny Las Vegas.

In the first moto of the 250 Jr. Division 2, Jim Meyers Jr. was running 2nd and hit a marker post, putting a very deep cut in his leg, and himself on the ground. He got up and caught the leader again but unfortunately was a lap behind. S. Oliver was credited with the win and B. Bleyenberg was 2nd, both on Yamahas, with G. Gerlich Jr. (Husky) 3rd. Meyers understandably just didn't seem to have the same push in the two last motos.

The "really big shoo " Feets Minert did it to everybody this time, for 1st overall on his Beezer, with Gary Bailey 2nd, and Jim Wilson 3rd. But what a trio of motos! Bailey just didn't seem to be with it in the first heat, and "only" finished third, but Wilson and Feets were fighting tooth and tong through the whole race and when the heat was over they carried it on verbally, really hot and heavy about proper lines through corners.

It was the devil himself looking out of Bailey's eyes in the second heat. He had to leave the power on at least 25 feet past where any mortal would dare, but he still made it around the first turn in 1st place and stayed there to win! Wilson was 2nd and Minert 3rd until the last lap when he was passed by Hart.

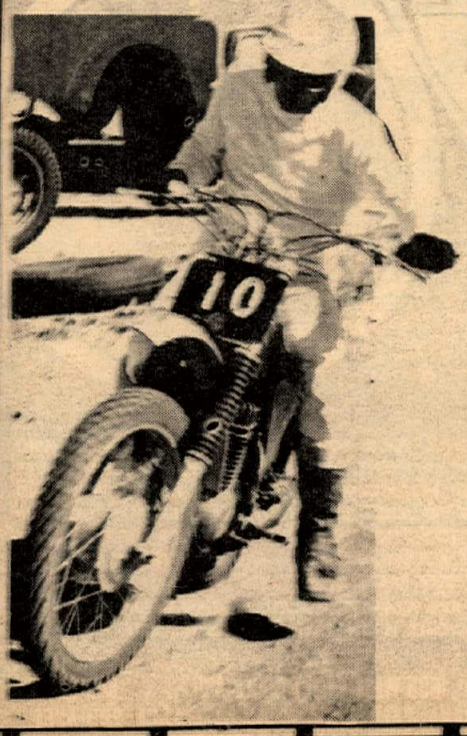
Bailey got a rotten start in the last moto, missing a gear and coming through the first turn almost last. He was fourth at the end of the first lap, and on the fifth lap Feets shut the door really hard on Hart, forcing him off the track, taking Wilson with him. Bailey jumped to second where he finished.

The last class was Gary's strongest threat to his trip to England. That class, 500 Jr., was where Paul Harber ran. He finished 6th in the first moto, but won the last two, winding up with second overall on his Greeves, dropping him to second place (895 points) behind Bailey (900) in the race to England. Sam Jones on a Husky sponsored by Valerians 2-cycle City won overall with three seconds (in only his 4th ride) and S. Schnider, also Husky, took third, also Valerian-sponsored.

We're all looking forward to the next race at Carlsbad on June 15th, which is the last race of the series, capping the two-day Cycle Circus.

(Results on page 26)

MAICO WINS



Bay Mare Motocross

May 25, 1969
500 Expert Class
1st Lon Peterson – Maico
2nd Bill Oliver – Maico

Salem Motocross

May 18, 1969
250cc Expert Class
1st Mike Clark – Maico

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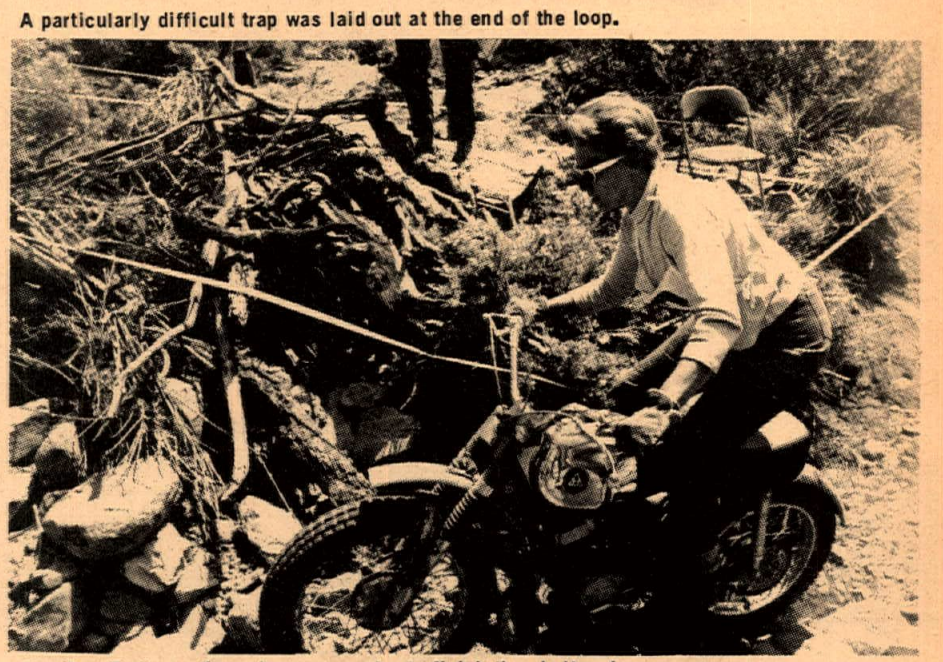
S.C.T.A Big Bear Trials

A particularly difficult trap was laid out at the end of the loop.



Dee Dee Earl was the only woman entry to finish the challenging course.

By Terry Pratt

High above the smog and crowds, master rider Bob Nichelsen put together two days of steady performance and held off quickly closing Bob Grove to win the Southern California Trials Association two day trials at Big Bear Lake Memorial weekend.

All riders faced twelve sections twice on Saturday and twelve more twice on Sunday. Points were meted out by the usual clean, 1, 3, and 5 point system and the two day scores were totaled to determine winners.

When the trials people retired to their camper trucks and trailers Saturday night Nichelsen was the leading master at 23 points and Grove was second at 30. However both riders were overshadowed by expert rider Jack Norman who turned in a first day score of 20 on his Cotton.

With the dawn Norman saw his lead slipping away as he ran into deep water and deep trouble in too many sections.

Soon Nichelsen was in the lead overall but Grove and his Bultaco seemed to find the way through time after time and closed the gap on the leader.

"We kept pretty close tabs on each other during the day," Nichelsen said later. "Grove was catching up. He took a five in the last section of the first loop, otherwise I don't know if I could have held him."

Despite the crippling five points section Grove was low point man for Sunday with 13 but Nichelsen's 7 point lead from Saturday and the solid 16 he collected Sunday put the Long Beach rider on top of the heap after the final tabulation.

Nichelsen is number three trials rider in the state standings and rode a Sammy Miller type Bultaco to victory Sunday.

Jack Ward finished third on his Bultaco with 58 points and John Walters, also on a Bultaco, was fourth at 64.

Among the experts John Brewer slipped his Cotton into a winning position with 48 points, displacing first day leader Jack Norman who took second with 60. Mike Hans was third at 65 and Bill Batzloff fourth with 71 both on Cottons.

Bultaco mounted Bob Hans was the winning amateur lightweight at 85 points. Tom Conley and his Greeves took 88 points and second place. Third was John Schulz who teamed up with his Montesa Coda to take 91 points.

The Ultra-lightweight amateur class saw Gary Lane collect 109 points and a win on his Hodaka. James Highburger edged out Jeff Norman 125 to 126 for second and third places, Both were riding Yamahas.

The course followed mountain fire roads from section to section, and riders met almost every type of terrain. Each section had either rocks, powder dust, logs, moss, sand or something else that seemed as if it was there specifically to upset a motorcycle.

At the end of the loop on both days a particularly challenging trap was laid out involving several sections made up mostly of a rushing stream. More than one rider found himself with wet trousers sitting on a slippery rock in a icy creek, engulfed in a cloud of steam.

(Results on page 26)

EXPERTS M.C.
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JULY 5 & 6, 1969
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CLUB GUIDE

Listing in this department is free, contributed as a service to CYCLE NEWS readers and motorcycle clubs. As a result we have to rely on the motorcycling public to advise us when listings are erroneous or out of date. If you discover a discrepancy in this department, please write or call us to set it right.

CLUB PLEASE NOTE: SEND YOUR INFORMATION C/O CYCLE NEWS/CLUB DIRECTORY P.O. BOX 498, LONG BEACH, CALIFORNIA.

IS YOUR CLUB LISTED HERE?

ACE OF CLUBS of Los Angeles M.C. Meets 1st and 3rd Fri. of every month except Dec. (1st Fri. only) 8 p.m. Club Address: 11106 Oak, El Monte, Calif. 91731

A.M.A. (AMERICAN MOTORCYCLE ASSOCIATION) National sanctioning body. Address: Worthington, Ohio. Membership $2. one year.

AMERICAN CYCLE ASSOCIATION, for all riders in speedway, motocross and road racing as well as enthusiasts. If you would like to compete or be associated with racing in the capacity of course personnel, contact the A.C.A. office, P.O. Box 247, Fullerton, Calif. or call (714) 528-4290.

AMERICAN MOTORCYCLE SERVICE ASSN. (AMSA) Emergency road service for motorcycles. Dues $15 per year. 11520 San Vincente Blvd., Los Angeles, Calif. (213) 465-4780.

AMERICAN FEDERATION OF MOTORCYCLISTS (AFM) Promotion and organization of road racing, motocross and other forms of motorcycle sport. Non-racing personnel always welcome. Chapters in Las Vegas, Los Angeles, San Francisco, Santa Barbara, Reno and St. Louis, Mo. PO Box 213 No. Hollywood, Calif. 91603.

ANTELOPE RAMBLERS M.C. of Palmdale, AMA chart. Meets every Tues. at 17832 Sierra Hwy. Saugus, Calif. Post meeting refreshments.

ARIEL OWNERS M.C. California Branch. Info: Austin Munger, 550 N. Hermosa Ave., Sierra Madre, Cal. 91024, (213) EL 5-3607.

BAKERSFIELD RED TOPS, 327 Olive St., Bakersfield, Cal. 93304. Meetings held last Wed. of month at Marino's, 622 E. 21st St., Bakersfield, Cal.

BARSTOW M.C. of Barstow, Calif. AMA sanct. Meets 2nd & 4th Thurs. ea. mo. at new address. Barstow Police Dept. Auditorium at 225 E. Mountain View. New mail address: P.O. Box 821, Barstow, California.

BLACK HAWK MOTORCYCLE CLUB – Contact Larry de Raad, 555 Alvarado St., Brisbane, Calif. Phone 467-2059 for meeting time and place.

BLUE BARONS M.C. 1315 South 41st Street, Tacoma, Washington.

BRUSH BUMS M.C. of Pomona, 2nd and 4th Mondays each month. Contact President Richard Dickens at (714) 629-3792 or Secretary Yvonne Knight at (714) 593-5057. Club Address: 2220 7th St., La Verne, Calif. 91750.

BMW CLUB of Northern California, 335 Paramount Dr., Millbrea, Calif. 94030.

B.M.W. CLUB OF SOUTHERN CALIFORNIA. Touring club for B.M.W. owners. Dinner meeting around the 25th of each month. Contact Bob Brown, 255 N. White St., Pomona, Calif. for membership information.

BUSHMASTERS INC. Dirt competition club. Meetings 2nd & 4th Thursday, 7 p.m. at The Banning Bowl. Info: Rich Walden, P.O. Box 921, Banning, Cal. (714) 849-8264.

CALIF. EAGLES M.C. INC. road club. AMA charter. Meets 2nd & 4th Thursday at members' homes. P.O. Box 5041, Long Beach, Calif. 90805. Call (213) 444-6577 for information.

CALIFORNIA RAINBOWS Road Club, AMA sanctioned. Address: 11152 Bunker Hill Dr., Los Alamitos, Calif.

CALIFORNIA GOPHERS MC of Prado Park, AMA sanc. Address P.O. Box 2575, Bell Gardens, Calif. Meets 2nd -4th Tues. of each month at Jack Rabbits Club House, 9143 E. Compton Blvd., Bellflower at 8:30.

CALIFORNIA TRAIL MACHINE ASSOCIATION, So. Cal. info from Bob Doke, 149 Apricot St., Oak View, Cal. 93022. Central Cal. info from Chuck Henry, P.O. Box 1508, Bakersfield, Cal. 93302. No. Calif. info. Don Keller, 4085 East Ave., Hayward, Cal. 94541.

CAL POLY PENGUINS M.C. Street/dirt motorcycle club. ASI Box 111, Cal Poly, San Luis Obispo, Calif. 93401.

CENTRALIA MUD SLINGERS M.C. c/o Glen Hedge, Rt. 3, Box 38, Centralia, Wash.

CHECKERS M.C., 1710 Magnolia Blvd., Burbank. Inquire at Smitty's anytime. "A chance to mingle with the best." Wed. nite, 8:30 p.m.

CLASSIC & ANTIQUE MOTORCYCLE ASSN., 808 S. Church St., Visalia, Calif. 93277. Frank Conley, Secretary. Dedicated to the restoration, perservation, and antique motorcycles. So. Cal. Chapter: F.W. "Rob" Robbins, 1000 N. Cambria Pl., Anaheim, Calif. 92801.

COACHELLA VALLEY M.C. AMA sanctioned comp. club. Meets every Wednesday. Address: 71-306 Hiway 111 Rancho Mirage, Calif. 92270.

COLORAMAS M.C. meet 1st Sat. of month at 8 p.m. Contact Frank Gerwat, 14263 Hoyt St., Arleta, Calif. 899-8329.

CONEJO TRAIL RIDERS, c/o Roy Colett, Pres., 3402 Calle Quesbracho, Thousand Oaks, Calif. 91360. Need reps from all trail clubs in So.-Cal. to discuss state plans for trail and camp areas.

CRESTLINE M.C., P.O. Box B-D, Crestline, Calif. Info: (714) 882-1818.

CRUISERS M.C. of Santa Ana A.M.A. sanctioned. Meets every 1st & 3rd Tuesday at 16841 Lynn St., Huntington Beach at 8 p.m. For information call (714) 836-5546 or 893-2309.

CYCLE CLUB OF 1st BAPTIST CHURCH of Van Nuys. Meets every Thursday at 7:30 p.m. and Sat. at 1:00 p.m. Shop and maintenance facilities. Address c/o Richard Cohen. First Baptist Church, 14800 Sherman Way, Van Nuys, Calif.

DESERT M.C. An active desert competition club. Address: 12551 Scandia, Garden Grove. Phone (714) 897-3894.

DESERT CHALLENGERS M.C. For info write P.O. Box 741, Apple Valley, Calif. 92307

DESERT CREEPERS Desert racing club, mostly married, racing and camping enthusiasts. Potential members call H. Jackson (213) OL 6-4299.

DESERT FOX'S M/C Desert Competition Club. AMA sanction. Meets 1st and 3rd Thursday of each month at 7:30 p.m. at BDR Motorcycle Sales, Arrow Hwy, Azusa. Call Lloyd Powell at (213) 943-4697 for more information.

DESERT TURTLES M.C. INC. PO Box 146, Hawthorne, Calif. 90250. Family riders, desert competition club. AMA sanc. Novice riders welcome. Call (213) 676-7260.

DIST. 37 SPORTS COMMITTEE Contact President Bill Sloan at 814 Cobb Ave., Placentia, Calif. 92670 for information on meetins. Ph: (714) 528-3007.

DIRT DIGGERS NORTH M.C., Active competition club, meets every Monday 8 p.m. at the Whitefront, Rocklin, Calif. Mail address: P.O. Box 338, Orangevale, Cal. 95662. Phone (916) 988-3524.

DUSTERS M.C. of Wilmington. AMA sanctioned. Meet Monday nights 8:00 at 23015 Catskill, Wilmington, Cal.

DYNA-MITES MC of El Monte, Calif. AMA sanc. Meets at 12359 Felipe, El Monte every Tuesday at 8:30 p.m. Mail address: 12359 Felipe, El Monte, Calif. Phone: GI 8-3567.

END DOES M.C. Meet 2nd & 4th Thursday of each month. Info: Lonnie L. Craig, Sec., 14931 Roscoe Blvd. Apt. 5, Panorama City, Cal. 91402. (213) 896-2541 or 343-9467 (p.m.)

FAR WEST M.C. Meets every Friday. For info. write: P.O. Box 3198, Eureka, Calif.

FOOTHILL HAWKS M.C. meets Thursday at 8:30 at 503 Whittier Blvd., Montebello 90640. For info call Fred 573-5495.

FOR SUTTER M.C. of Sacramento, Calif. Meets every Wednesday at 8 p.m. We need more active members. Address: 4085 Deeble St., Sacramento, Calif. 95820.

FOUR ACES M.C. Invite you to our meeting any Thursnight at 8 p.m. in the Field house behind the ball diamond, North Hollywood Park on Chandler St. Mail address: P.O. Box 922, North Hollywood, Calif. 91603.

GHOST RIDERS of Pomona, Calif., Road Riding Club. Meets 1st & 3rd Friday at 2231 Concord Ave., Pomona. Write E.D. Coleman, address same (714) 623-4676.

GOLDEN EAGLES M.C., 3501 Boher Ave., Santa Ana, Calif. 92703. Info: Al Sommers (714) 538-5330 or Jim Knight (714) 531-0166.

GOLDEN EAGLES M.C. of DALLAS, TEXAS, AMA sanct'd. Meets every Friday at 7733 Garland Rd. Info: (214) 358-5577.

GOLDEN STATE M.C. of Pasadena. Road Riders rep. H.W. Borden, 5406 N. Mapletree, Arcadia, Calif. Phone: GI 8-9388.

GREYHOUNDS competition club. Scrambles and desert Meet every other Wed. 8 p.m. at Saber Room, 1829 Empire St., Burbank. Phone 285-4466.

GRIP TWISTERS M.C. at Vandenberg AFB. Address: P.O. Box 968, Vandenberg AFB, Calif. Ph: (805) WA 2-4486 for membership information.

GRIPSTERS M.C. Competition club. P.O. Box 272, Placentia, Calif. Meetings Mon. nights 7:30, Chapman Hall, Placentia.

GROUNDSHAKERS M.C. a desert competition club. Las Vegas, Nevada. Meetings now and again, events irregular, no officers, but well organized when it counts. Address: 865 French Circle, Las Vegas.

GYPSY WHEELS M.C., Ridgecrest, China Lake and Trona, Calif. area. Family type road riders only. AMA chartered. Meets 1st & 3rd Wednesday nights of each month at Community Center. Naval Weapons Center, China Lake, Calif. Gate passes available for guest & visitors. All meetings open to public. Military riders welcome. Box 992, Ridgecrest, Calif. 93555.

HIGH SIERRA M.C. Competition Club, Box 482, Mammoth Lake, Calif. 93456. Meetings 1st Wed. of each month. Great cow trailing, high altitude, 7000 plus.

HI-HAT M.C. AMA sanctioned, dirt track competition club. We're 100% racers and happy to welcome any racing newcomer, or old hand. We meet every Tuesday night at 8:30 in Concord, Cal. For info or membership write Hi-Hats, P.O. Box 467, Martinez, Calif. 94520.

HI-JINX FAMILY M.C. Fun meets, competition and desert. Meetings held 1st & 3rd Thursday of each month at 20833 Siene, Lakewood, Calif. Visitors welcome, new members invited.

HI-BOOTS M.C. Combined Road and Comp. Club. Nebo Hall on Nebo Drive, LaMesa. Meetings every Tues. 8:00 p.m. Third Tues. every month is club social.

HILLTOPPERS MC INC. of Signal Hill, Calif. AMA Sanc. Meets at 2255 Cerritos, side entrance, Signal Hill, Thurs. at 8 p.m. Post Meeting, refreshment. Mail address: P.O. Box 1746, Long Beach, Calif.

HONDA LIMITED. Meets first Sunday of month, 4 p.m. at Warren Wilson Mtrs., 9000 Sepulveda Blvd., Sepulveda. For info contact Schandeney 894-9218. Road riding club, limited to Honda 250s and 450s and riders age 21 and over.

INVADERS M.C. INC. A.M.A. Sanc't. Desert racing club. Meets every Wednesday. Info: Wes Anderson, 1016 N. Ave. 57, Los Angeles, Calf. 90042. (213) 254-1306.

JACKRABBIT COMPETITION MC. Meets every Mon. at 8:30 p.m. at the Jackrabbit club house, 9143 East Compton Blvd., Bellflower (Just off Lakewood Blvd.)

JASPERS M.C., road riding club. Meets 2nd & 4th Mon. 7:30 p.m., at 30-1/2 W. California St., Ontario, Calif. (714) 986-3118.

KNIGHTS M.C. of Hacienda Heights. Meets 1st and 3rd Sat. of every month at 7 p.m. Mail address: 1760 Charlemont, Hacienda Height, Cal. AMA & RRC. Club phone (213) 336-0414.

KERN COUNTY TRAILBLAZERS M.C. A.M.A. Info: M.D. Greenlee, Star Route Box 609, McKittrick, Cal.

LAFAYETTE M.C. Races, meets, family fun and road runs. New members welcome! Call or write for info: Frank Gillespie, 254-3306. Address: 44 Orchard Rd., Orinda, Calif.

LANCERS M/C–Comp. club. Meets every Mon. 6 p.m. at San Mateo. For meetings and other info contact club at A&A Motors, 2176 So. El Camino, San Mateo, Cal.

LIGHTWEIGHTS M.C. AMA sanct. competition club Meets every 1st and 3rd Tuesday of each month. Floyd E. Lewis (Sec.) 5702 Parapet Street, Long Beach. Phone: HA 9-0405.

LIONS M.C., 4762 Cape May, San Diego, Calif. 92107.

LOMPOC SLO-POKES, Box 2177, Orcutt, Calif. AMA sanctioned. Phone (805) WE 7-5836.

LOS ANCIANOS M/C CLUB, 7109 Connestoga Way, San Diego, Calif. Contact Bill Steider (714) 286-3756 for further info. Desert club and Baja M/C trips. (Dirt riders only.)

LOS PADRES M.C. Inc. of Ventura County. AMA sanc. comp. club. Meets every Wed. at 6541 Ventura Blvd., Ventura. Pres: Art Carter, Secy. Frank Reasner.

LONERS no organization, no meetings, just guys and girls who like to ride cycles in Calif. and read Cycle News. Mailing address Box 498, Long Beach. Watch for the Big Sur Prize Meet Labor Day.

LOS BORRACHOS M.C. AMA sanctioned, meets 1st Sunday of each month, 10:00 a.m. Road riding club, mailing address, 669 Highland Drive, Ojai, California. Ventura area. Phone: 649-9469.

LOST COYOTES M.C., Lancaster, Cal. AMA sanc. Mail address 44738 E. Second, Lancaster, Cal. Phone (805) 942-6058 or (805) 942-7603.

LUCKY WHEELS MC. Road Riding Club. Meets 8:00 p.m. on first and third Friday of each month, at H-D shop, 1241 W. Holt St., Pomona. Ph: 633-5417. AMA & RRC. Pres: J.M. Jones – 983-2524.

LUCKY FEW M.C. Road Riding Club. AMA chartered. P.O. Box HA, Los Gatos, Calif.

MARIN COUNTY MOTORCYCLE ASSN. of San Rafael, Calif. Meets at 8 p.m. every Mon. night at 2020 4th St. in San Rafael. Sportsman racing team and also road riders. AMA chartered. Mail address, Box 221, San Rafael, Calif.

MARY'S MEN M.C. of San Diego, Road Riding club. Meets 1st & 3rd Tues. of each month, at 4442 Glacier Ave., Family type riders only. AMA. Info: Roger J. Melanson, Pres., 7068 San Miguel, Lemon Grove, Cal. 92045. 465-1831.

MARRIED WHEELS M.C. Meets first Sunday of each month at 7:30 p.m. at Suzuki Sport Spot, 1241 Holt Blvd., Ontario, Calif. All married persons welcome to attend.

MASTER LINKS M.C. Desert competition club. Meets every Tuesday 7:30 p.m. at the Wonder Inn, 6512 Westminster Ave., Westminster, Cal. Visitors welcome. Info: 892-3709. Jim Cavin, Sec.

MONARCH M.C. 901 N. LaBrea, Inglewood, Calif. Ph: 671-7609.

MONTEREY BAY RAMS M.C., of Monterey, Calif. Competition and trail riding. Info: John Brown, (403) 394-6601

MOTORCYCLE RACERS INC. National bargaining agent for Class C professional riders, owners & mechanics. Phones: (213) 678-7621, 423-7603. Write P.O. Box 5331, Long Beach, Calif.

NAPA M.C. Road riding club. AMA sanctioned. 713 Carolina Street, Napa, Calif. 94558.

NEVADA TRAILBLAZERS M.C. of Reno, Nevada. Competition club. AMA chartered. Points honored in District 36. Meets every Tues. night 8 p.m. at the Silver Cue Billard Parlor, 534 E. 4th St., Reno. Mail address P.O. Box 6075 Reno, Nev. 89503.

NOMADS COMP. CLUB meets 1st Sun. each month. Pres; Bill Jones WH 1-5716. Address: 10925 Colima Rd., Whittier, Calif.

NORWALK CENTAURS M.C. 12630 Whittier Blvd., Whittier. Meets 1st Thurs. of month, ride nights on other Thurs. Open for membership, visitors welcome.

100's M.C. of Azusa, Calif. AMA sanctioned, primarily desert competition club, 100cc riders and under.

OAKLAND M.C. Road & competition club. Meets every Wednesday at 1116 – 36th St., Oakland, Calif. 8 p.m. "Since 1907 devoted to safety and courtesy on the road."

OILERS M.C. Competition Club. Meets every Tues. night, 8 p.m. at 615 Fourth St., Coronado, Calif.

ORANGE COUNTY M.C. of Orange County, Cal. AMA sanc. Meets at clubhouse, Trask and Newhope, Garden Grove, Calif., on first three Mondays of each month. Mail Address: Trask and Newhope, Garden Grove, Cal.

OROVILLE M.C. of Oroville. AMA sanctioned. Meets 8 p.m. first Tuesday of each month in Municipal Auditorium, Myers St. Contact President Gene Frieze, 2708 Stauss Ave., Oroville, 95965.

OXNARD M.C. AMA road riding club. Meets every other Thurs. 8 p.m. at rear of Eagles Lodge, 4684 So. Saviers Rd., Oxnard. Info: 483-1590. Mail address: P.O. Box 1094, Oxnard, 93030.

PACIFIC COAST MC of South Gate. AMA sanct. Meets first Friday of each month, 8:00 p.m. and third Friday at 7:00 p.m. at South Gate Park Recreation Center, Room 2, RRC. Visitors welcome. New members always wanted. Inquire: 5931 La Beck, Bell Gardens. 773-6810 before 3. Captain: Jim Cleghorne, 634-2629.

PACIFIC COASTERS M.C., road riding club, sponsor of the Indio Motorcycle Tour. Meetings every other Friday 7:30 p.m., mailing address: 4502 Gila Ave., San Diego, Calif. AMA chartered. Phone 274-3755.

PACIFIC NORTHWEST TRAIL ASSOCIATION, organizing and encouraging English Trials in the Pacific Northwest. Annual membership, newsletter & decal $5.00. Info: Marvin Foster, Sec., PNTA, P.O. Box 131, Weston, Ore. 97886.

PALO ALTO M.C. of Palto Alto, Calif. 100% competition riders. AMA chartered. Sponsor of Northern Cal. dirt events. Meets every Wed. at 8 p.m. at C.A.P. Bldg., 1901 Embarcadero Rd., Palo Alto.

PASADENA MC of Pasadena, Calif. AMA sanc. Meets at 21 E. Howard, Pasadena, every Monday at 8 p.m. Post-meeting refreshments. Mail address: 21 E. Howard, Pasadena, California.

PERRIS VALLEY MC of Perris, Calif. AMA sanc. Meets at Perris Motorcycle track every 1st & 3rd Fridays at 8:00 p.m. Mail address: P.O. Box 371 or 472 Perris, Calif. Phone: 657-3678.

PLACERVILLE M.C., Competition, AMA chartered, meet 1st & 3rd Thursday of every month, 8 p.m. Info: Reeder's Saw & Tool, 561 Placerville Dr., Placerville, Calif. 95667.

PLAYBOYS M.C., AMA sanc. Jim Beach President, call for info at 564-4623.

POLKA DOTS M.C. INC. of Sacramento. 100% competition riders since 1953. AMA charter No. 1010. Meetings every Tues. at 8 p.m., 4555 Auburn Blvd. #10, Sacramento, Cal. 95841 (Mailing address same).

PORTERVILLE SPINNERS MC of Porterville, Calif. AMA sanc. Meets at Spinners Clubhouse, 1779 Crystal St., Porterville, Calif. every Tuesday at 8 p.m. Mail address: P.O. Box 1241, Porterville, Calif.

POWAY M.C. family road riders, AMA chartered. 13621 Frame Rd., Poway, Cal. 92064. Ph: 748-3290.

POWDER PUFF ASSN., AMA sanc. competition club for women. Meetings second Wednesday of each month. Call 865-2747 for information.

PROSPECTORS M.C. of Gardena, Calif. AMA & ACA sanctions. Meets every Tuesday 8 p.m. at 158th & Brighton, Gardena. Mailing address: 1651 Market St., Gardena, Calif.

RAMS M.C. AMA sanctioned. Meets 2nd and 4th Thurs. 8 p.m. at the Van Nuys Playground, corner of Van Nuys Blvd. and Van Owen.

REDMOND PIONEERS M.C. Meetings every Fri. night at 8 p.m. with the 3rd Fri. night of the month being a social evening. Club address: 4403 148th N.E. Bellevue, Wash. 98004; Publicity Directors address, 12854 111th N.E., Kirkland, Wash. 98033.

RIDGE RIDERS TRAIL CLUB, INC., Oakview, Calif. Contact President Bob Doke at 649-1960 for info. Club address: 149 Apricot St., Oakview 93022.

RIDGE RUNNERS MOTORCYCLE CLUB of Santa Cruz, Competition Club, AMA chartered. Meets 1st and 3rd Tues. of each month. For info write P.O. Box 121 East Santa Cruz Station, Santa Cruz, Calif. 95060, or phone (408) 426-4161.

ROAD KINGS & QUEENS M.C. Club meeting the first Sat. of every month. Married couples only. AMA sanc. Motorcycles 305cc and up. Call Marlene Lawson, Club Sec'y. for more info. (714) 627-1495. Address: 4762 Mission Blvd., Ontario, Calif.

ROAD RAMBLERS, Road Riding Club. Meets 1st & 3rd Sat. of each month at 11503 E. 214th St., Lakewood, Ca.

ROAD RIDERS M.C. INC. of South San Gabriel. AMA sanc. Meets at 3044 Jackson St. every Tues. 8:00 p.m. Mail address as above. Post meeting club run during activity contest. Shuffleboard & skill pool at clubhouse.

ROAD RUNNERS OF SANTA CRUZ, a road riding family club is accepting memberships. Meets 1st & 3rd Sat. of each month at club house on Scotts Valley Blvd., Scotts Valley, Cal. Meetings start at 8 p.m. Contact: 'Woody' Wood, 234 Manfre Rd., Watsonville, Ph: (408) 724-1982 or Santa Cruz Shop, 426-2875.

ROAD RUNNERS M/C a road riding family club. Meets every other Sun. Mailing address, P.O. Box 178, Fort Bragg, Calif. 95437.

ROGUE VALLEY RIDERS M.C. INC., 420 Crestview Loop, Grants Pass, Ore. 97526. Ph: (503) 476-2180 or (503) 476-4018.

ROUGH RIDERS of Hayward M.C. AMA sanc. dirt and road riding club. Meets every Thurs. at 8 p.m. Current membership openings. Contact us at 2524 Mission Blvd., Hayward, Calif. 94544. Phone: 538-2144.

ROUGH RIDERS MC of Paramount, Calif. AMA sanc. Meets at 8434 Harrison St., Paramount, every Thurs. at 8:30 p.m. Mail address: Rough Riders MC, P.O. Box 516, Paramount, Calif. Phone: ME 3-4368.

RED DOTS M.C. Meetings 2nd & 4th Wed. of month. For info. call (213) 255-8536. Mailing address: 2755 Dicturn St., L.A. 90065.

ROYAL RIDERS, M.C., INC., of S. San Gabriel, AMA Meets at 3044 N. Jackson St. every Tues. 8:00 p.m. Mail address as above. Post meetings club run during activity contest. Shuffleboard & skill pool at clubhouse.

SACRAMENTO TRACKERS M.C., 5032 Whitney Ave., Carmichael, Calif. 95608.

SAFARI TRAIL RIDERS M.C. Dirt riders mainly, 150 members, in existence for 3 years. Meet every 3rd Tues. at Lynwood, Cal. Rod & Reel Club. Call Mr. Osborn, Pres. at 564-0107 or Fred Barnet, Sec/Treas. at 865-1908.

SAGEHOPPERS M.C. Address: 2157 Edinburg Ave., Cardiff, Calif. Phone: 753-2907.

SAN BERNARDINO VALLEY M.C. AMA sanc. dirt competition club meets 2nd & 4th Tues. at Doug Douglas Motorcycles, 24769 5th, San Bernardino, Cal. at 7:30 p.m. Prospective members welcome.

SAN GABRIEL VALLEY M.C. AMA sanc. Meets every Thurs. 8 p.m. at 5343 Peck Rd., El Monte. Mail address: P.O. Box 813, El Monte, Calif.

SAN PEDRO M.C., desert & track competition. Meetings every 2nd & 4th Tues., 8 p.m., 1658 Morse Dr., San Pedro. Info: (213) 833-4451.

SANTA MARIA SADDELITES M.C. of Santa Maria, Cal. For club info. write to publicity chairman Stan Skinner, 408 A–W. El Camino St., Santa Maria 93454.

SAN RAFAEL M.C. Meets at Cycle Town, 116 Greenfield Ave., San Anselmo, Calif. Every Thurs. at 8:15 p.m. For further info call (415) 370-7630.

SALINAS RAMBLERS M.C. AMA sanc. dirt events. Contact Bob Wayman, 324 No. Main St., Salinas, Calif.

SANDBLASTERS MC of Ridgecrest. Meets every Thurs Mail address: P.O. Box 5709 China Lake, Calif.

SCRAMBLERS M.C. of San Fernando Valley. AMA sanc. Meets at Kolbe's Cycles in Reseda, 7514 Reseda Blvd. at 8 p.m. on alternate Tues. Info: (213) 345-7616 TT & desert.

SCRAMBLASTERS M.C. of Mint Canyon. A new club looking for members in the Newhall, Saugus area.

SIDEHACK ASSN. of So. Calif. AMA chart. Meets 1st & 3rd Mon. of every month at Vineland Gardens, 6159 Vineland, No. Hollywood, Calif. Meetings being at 8:30 p.m. Everyone welcome. For more info contact Gary Weber, Sec/Treas., Sidehack Assn., Tujunga, Cal. Phone: 353-8719 or 354-4966.

SIDEWINDERS M.C., P.O. Box 46, Westend, Cal. 93564

SILVER CITY SCRAMBLERS M.C. Southern Nevada's oldest motorcycle club. Competition club for the discriminating rider. Meets 2nd & 4th Mon. each month. 716 Stewart, Las Vegas, Nevada. So. Nevada local racing info.

SILVER QUEENS M.C. of Las Vegas, Nev. AMA sanc., the only women's competition and road riding club in So. Nevada. Meetings every 2nd & 4th Tues. For further info call (702) 642-8066 or write P.O. Box 1591, Las Vegas, Nev. 89101.

SINNER'S M.C. of L.A., AMA sanc. Meets 1st Fri. night of each month, 3822 W. 183rd St., Torrance, Cal. Info: 323-5741.

SILVER EAGLES M.C., Road riding club, male members must own 1200cc full dress Harley-Davidson's. Meets each Wed., 8 p.m., Olive Recreation Center, Burbank, Cal. Visitors welcome. Info: Mac Sebree (213) 887-7396 or 443-9555.

SIMI VALLEY MC of Simi Valley, Calif. AMA sanc. competition club only. Meets every Tues. at 8 p.m. Mail address: P.O. Box 387, Simi, Cal. Phone (805) 526-7971 or Jim & Dusty's.

SLED RIDERS M.C., desert competition & social. 1762 Camrose St., Anaheim, Cal. (714) 772-7937.

SOUTHERN CALIFORNIA MOTORCYCLING ASSN., Ellis Smith, 5849 Tanglewood, Lakewood, Cal. Ph: (714) 429-3557. Meets at 8:30 p.m., 1st Mon. each mo. Carter Hall in Norwalk Park, 12157 E. Sproul, Norwalk.

SO. CAL. M.C., Desert competition club. AMA sanc. Meets every Wed. 8:30 p.m. Verdugo Park, Verdugo & California Sts., Burbank, Cal. Mail address: 623 Mary Ann Dr., Redondo Beach, Ca. 90278. Ph: (213) 372-2266

SO. CALIF. ROAD RIDERS COMMITTEE. P.O. Box 2107, Alhambra, Calif. Meets 8 p.m. 1st Mon. each month, Prudential Savings & Loan (rear entrance) 1300 E. Valley Blvd., Alhambra. All road clubs invited.

SOUTHERN CALIFORNIA TRIALS ASSOCIATION, English Trials enthusiasts. Gary Stewart, Sec., 6521 Lenore St., Garden Grove, 897-7830.

SOLANO COUNTY M.C., AMA charter, trials riders. Address: 605 Wilson Ave., Vallejo, Calif. 94590.

SOCIAL RIDERS OF SAN BERNARDINO M.C., AMA charter, meet 1st Fri. of every month at 7:30 p.m., Cultural Arts Center, 11th & "E" Sts., San Bernardino, Calif. 92402.

SPARTONS M.C. of Woodland, Cal., "Friendliest Club on Wheels," AMA charter. Meets every Wed. at 7:30 p.m. at 53 W. Main St., Woodland. Mailing address: Sec'y. Deanne Toben, 131 West Woodland Ave., 95695. (916) 662-0340.

SPINNIN' SPOKES M.C. Family road riding club looking for members with machines over 250cc. AMA sanc. Meetings every 2nd & 4th Wed. at 15742 Bluebird Ln., Huntington Beach, Cal. Ph: (714) 893-6811.

SPORTSMEN M.C., 10067 Mission, Riverside, Calif.

SPOKE BENDERS M.C. Inc. Desert competition club. Meetings 2nd & 4th Wed. at 9 p.m. El Retiro Park, Hollywood Riviera (126 Vista Del Parque). Mailing address: P.O. Box 296, Lawndale, Cal. Ph: DA 6-0855.

STUMP JUMPERS M.C., INC. of Orange County AMA sanc. Desert, motocross and TT scrambles. Meets 2nd Tues. of month at 7:30 p.m. Info: Phil Patton, 1606 E. Potola, Santa Ana, Cal. 92701. (714) 541-8820.

SUNLAND SHAMROCKS M.C. of Sunland, Calif. AMA sanc. Meets every Wed. at 8:15 p.m. at Sunland Park Recreation Center in Sunland, Calif. First Wed. of each month is for club members only Mail address P.O. Box 515, Sunland, Calif.

TANDEMS M.C. of Gardena. Family fun club. Meet 1st Sun. of month 1:30 p.m. Mail address c/o Carol Schmidt, Sec'y, 516 E. 186th St., Gardena, Cal. (213) 323-2280.

TERRAPINS M.C. AMA sanctioned. Road Runs. Sec'y. Martha Palmer, 3211 - 39th St., San Diego, Cal. 92105.

THROTTLE HOUNDS M.C. AMA sanctioned. Meets every Wed. at 7:30 p.m. in clubhouse at 534 East Chapel in Santa Maria.

13 REBELS M.C. AMA sanc. since 1939. Street & competition club. Meet every Wed. 8 p.m. at Shell Motors, 3346 Century Blvd., Lynwood. 638-4864.

TRI-CITY M.C., meets 1st & 3rd Tues. of each month, 8 p.m., 510 4th St., Oceanside, Cal. 92054. Military & civilian family road rider club. Info: 722-8684.

TRINITY TRAILSTERS M.C. INC.–AMA sanct. meeting every Fri. night at 8 p.m. Kiser Bros. Cycle Shop. Mail address: Box 177, Willow Creek, Calif.

TWIN WHEELERS M.C., AMA sanc. Meets Thurs. 8 p.m. Stroube and Alvarado Sts., El Rio, Calif. Mail address 2701 Alvarado St., El Rio, Calif. 485-5201.

VALLEY TRAIL RIDERS ASSOCIATION, 13226 Keswick St., North Hollywood, Cal. 91605. Meets 1st Tues. of each month, 8 p.m., at Mission Hills Cycle Shop, 8730 Sepulveda Blvd. (at Parthenia), Sepulveda, Cal.

VEGAS VALLEY M.C. Meets 1st and 3rd Mon. Top quality competition club of scramblers and short trackers. Mail address Tom Jones, 6316 Evergreen St., Las Vegas, Nevada.

VENTURA & SANTA BARBARA COAST RIDERS. Meet 2nd & 4th Wed. of the month 8 p.m. at 1346 W. Poplar St., Oxnard.

VICTOR McLAGLEN MOTOR CORP. of Hollywood, Calif. AMA sanc. Meets at Washington & Main, 2531 So. Main St., Los Angeles every Tues. at 9 p.m. Mail address: 4853 W. 131st St., Hawthorne. Ph: 722-4651.

VICTORS M.C. Family oriented desert only comp. club. Meets every Sun. at races and last Wed. of month at various places. For info. call one of these numbers: (805) 527-4525 or (213) 340-8470 or (714) 496-9367.

VINCENT OWNERS CLUB of Southern California. Contact Bob Kountz, 5229 Sunset Blvd., Hollywood for info. Phone: 665-9559.

VISALIA RAMBLERS M.C., 718 Roosevelt St., Visalia, Calif. Meeting time 8 p.m. every Wed. night. For further info. call (209) 734-8622 (Dwain).

VISTA TRAVELERS M.C. of Vista, Calif. Road riding club; meets every Wed. at 7:30 p.m. at 823 Vista Way, Vista, Calif.

VIEWFINDERS M.C. AMA, Desert, TT and social. Membership limited to those involved with motion picture & TV films. P.O. Box 1672, Studio City, Calif.

WASSUK SCRAMBLERS M.C., the best Brush Jumpers and Rock Dodgers in Nevada, meet every Wed. night. New riders always welcome. If in our area stop by and bench race anytime. Box 872, Hawthorne, Nevada.

Orange County Squeeze Per Simmons

By Dennis Greene

ORANGE COUNTY INTL. RACEWAY, JUNE 1, 1969 – Foreboding skies shadowed the AFM's monthly road race at Orange County International Raceway this past Sunday.

Don Vesco, the current small bike land speed holder, showed that he and his team of racers still know how to turn it on. They came in first in more than twelve different events.

Don came in first in the 350 Sr. GP on a Yamaha, and ran 2nd in the open class on a new machine that he had just put together: a BSA Three in a Steen-Rickman road racing frame.

All the 'big iron' shows went to the Nortons. Jack Simmons and George Kerker ran away with the open production titles. Jack also took a first in the 500-Open Sr. GP.

It was Ron, Ron, and Don in the 250 Sr. GP just as it has been all season. Ron Pierce got off to one of his fine starts, went to the lead and stayed there. Ron Grant didn't get off the line until the last man was out of sight in turn one because of mechanical problems. When he got under way he ran one of his best races in months, working all the way up to second. He took the longest time to pass Don Emde who ended up in third place.

With the production class growing day by day and more money being put up for this class, the competition is getting much hotter than it has ever been.

The 500cc class in production is dominated by the new Kawasaki Three. They ran one, two, three and the parade was led by Jerry Christopher.

Point leaders Kelly Evans and Pat Evans showed how they got in the lead by taking the Jr. events. Kelly won the 250 class and Pat took the 100 class.

The Kawasaki Mach III is showing up in all kinds of places. Auer and Cummings stuffed one of the potent engines in a sidecar and took second place on their first trip out. Hummer and Gilbransen were first in their Harley-Davidson. (Results on page 26)

Above, Jack (88) Simmons and George (90) Kerker driving through traffic. Below right, Don Vesco rode this BSA Three in a Steen-Rickman frame.

Winning sidecar team of Hummer-Gilbransen is closely followed by the experimental Kawasaki III chair that finished second.

otherwise, the gals would have run with the guys.

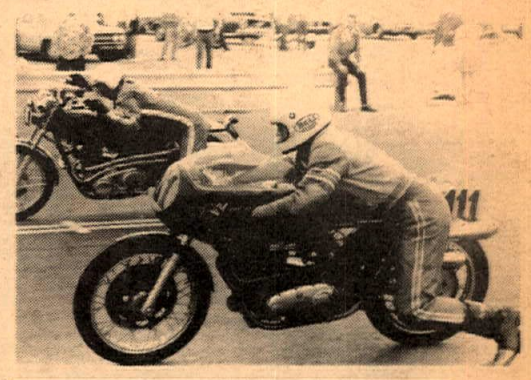
Ted Longwith (Ossa) wrapped up the 250 class in the three motos in spite of a beautiful crash. Larry Taylor ended second after a very fast ride in the third moto with Willie Hockie Jr. (Ossa) third.

Chuck Soderstrom on a 'Bul took the 350-650 class beating off the efforts of Tom LaFortune (Triumph) and Perry Armstrong (Triumph), proving again that a full 650 on same tracks isn't capable of beating a smaller, nibbler two-stroke.

It was Triumph all the way in the 650 Novice class, with Danny Taylor winning, followed by San Diegan Ellis Bole, and Duffy Hambleton taking the first three. BSA rider Ralph Pozzelt followed in for the fourth.

Dave Lunar on a Beezer took the 500-Open Expert class by flat flying. He knows Elsinore like the back of his own hand.

Over 900 people came through the gate, proving again that night scrambles are popular. The Jack Rabbits did their usual beautiful job and our tip of the helmet goes to the starter. He was great!
(Results on page 26)



Stuntman Wins 2

By Len Sipe

MOORPARK, CALIF. June 1 – Ron Rondell, Movie stuntman and a member of the Viewfinders M.C. of Hollywood, won three motos in a row for first place gold at the Bay Mare TT scrambles last Sunday. He rode a Triumph-Metisse to victory in the 500 Expert class, winning out over Mike Chamberlain and Mike Tillman. Then Rondell was presented a case of beer for best time in the impromptu hillclimb held after the races were finished.

In the open Expert classes, talented Terry Dorsch stayed up in front to take the win from George Stirbon and Fred Corley.

Dorsch also hammer-and-tonged it with R.W. Ring of National City, Calif. in the 250 Expert round, presenting some of the day's most exciting clashes. Dorsch rode a Triumph Trophy, Ring a DT-1 Yamaha. Dicing equally as hard for the third place slot as the front runners were for first was Mike Tillman, Bultaco, and Rondell, this time Maico-mounted. The results show how matters were resolved. (Results on page 26)

JACKRABBITS GO SCRAMBLING AT ELSINORE

By Maureen Lee

ELSINORE, CALIF. May 31 – The Jack Rabbits M.C. decided to make their scrambles a night and a good one it was. Elsinore offers much better traction at night than during the day.

A "conspiracy" was afoot among the big calibre riders not to show. They call each other up to make sure one of them won't go out and get points while the others stay home boycotting. Some of them don't like Elsinore and this weekend the Jack Rabbits even ran the big bores first so they wouldn't have to wait around while the swarms of little bikes were run off first, but still they didn't show. Ah, well....

In the 100cc Amateur-Expert go, Ron Powell on a Kawasaki got the win. Following fourth place Doug Fields (Cimatti) was the only 50cc rider Jay Lewis (Yamaha) proving that on some tracks a 50 just ain't that much slower than a 100!

The Powder Puff class had a poor turnout with only two serious riders showing. Eventual winner Sheila Talbot (Honda) and your reporter elected to just run by themselves when two other girls on larger machines expressed interest in riding,

Patrick Adds To Wins

by Dick Wright

ADELANTO, CAL., May 30, 1969 – Mike Patrick mounted his 250 Yamaha and drove to the lead at the smoke bomb and then built up a five minute margin over his nearest rival at the finish line to take the San Bernardino MC hare scrambles.

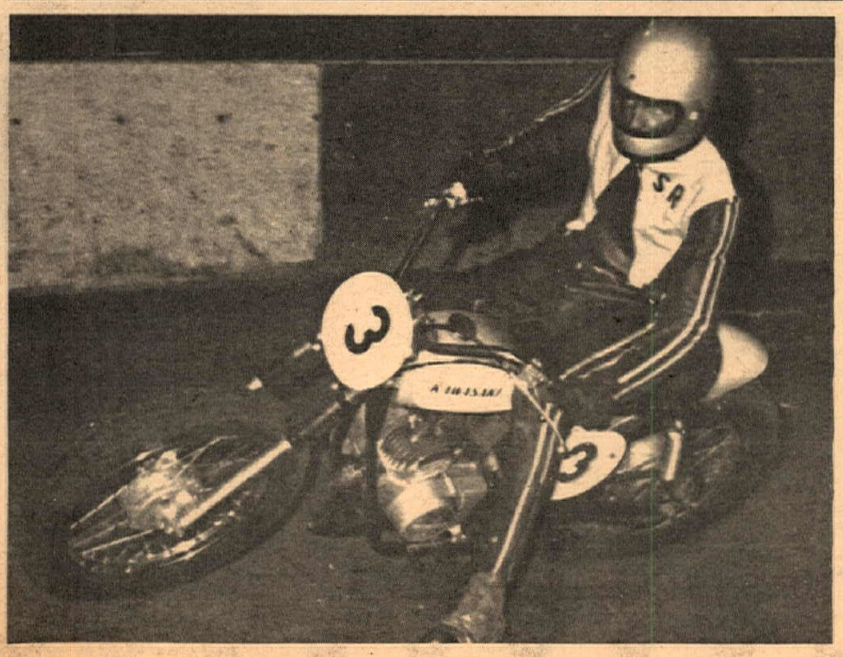
Terry Clark started twelve minutes after the big bikes on a Hodaka, moved up to eighteenth overall and took first in the 100cc class.

Four hundred entries were ready to go at 10 a.m. The big bikes took off at the drop of the banner and Patrick led to the smoke. The race was set up as two loops on a thirty-five mile course of two rut trails, a few sandwashes, a rocky up-hill, and a long rocky down-hill. It took Patrick fifty minutes to make the first loop. He got a quick gas check from his San Gabriel Valley MC members and was on his way.

Gary Conrad took second on a 360cc Husky. He was bothered with plug fouling or might have given Patrick more of a battle. John Bailey took third on a Yamaha.

First in the Open class was Tom Maxwell on a Norton while Duffy Hambleton charged to take first amateur open gold.

Jack Morgan and Terry Clark had a battle royal in the 100cc class. Clark came back to the pits in the lead, running sixtieth overall. Mark Rader was third at this point. At the finish it was Clark, Rader and Morgan. Morgan said, "These young riders are really getting hard to beat, harder each week."
(Results on page 27)



Stan Rogers. (Vardeman Photo)

Rogers Wins Again At Orange

By Jim Vardeman

EL TORO, CAL., MAY 28, 1969- Stan (the man) Rogers won the 250cc Flat Track Main, for the second time this season. Wed. night. Most of the action was between Randy Ellis and Jim Peterson in a battle for second pace with Jim Raymond doing an excellent job moving up from a bad start to finish 4th.

The 125cc Flat Track Main was a heated battle between Mark Kruse and Carroll Heiland, with Kruse the first to take the checkered flag.

TT events were crowd pleasers, as always Mike Payse won the 125cc main, Jim Raymond the 250cc. Jim Peterson finished first in the Open Class Main event.

Tom La Fortune and Randy Ellis put on heated duel throughout the evening in the Open Flat track events, with La Fortune winning the Main and Ellis the heat race.

The line-ups for all classes looked much like those at Ascot. Shorty Seaborne, Ascot winner, took a crash with the wall, was out of it for the night. Shorty received no injuries but the cycle did. See you next Wed. night! 7 P.M. practice 8 P.M. Race.

COMBINE TALL TIMBERS, OPEN SKY, MOTORCYCLE AND WHAT DO YOU HAVE...!

THE GREATEST EVENT

"OF THE YEAR"

ACE OF CLUBS ANNUAL

TOUR

SATURDAY AND SUNDAY

JUNE 7th & 8th 1969

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SPECIAL

A FREE BAR-B-Q DINNER IS INCLUDED WITH EACH ENTRY (For those without a meal ticket, there will be a slight charge of $2.00)

SCHEDULE OF EVENTS

THIS YEAR there will be no official start. Finish at Municipal Park, Lone Pine, Calif. Finish will open at 10 p.m., Friday, June 6, 1969.

ENTRY FEE—Will be $3.00 a person by mail, post entry $3.75. Mail entries close June 2. Children under 12 $2. and $2.50.

DISTANCE—Will be approximately 210 miles from Los Angeles over good paved highway to camp. Shell Station in Inyokern will be open all night Friday June 6, 1969.

DEADLINE—Will be 1:00 p.m. Saturday.

FIELD EVENTS and judging of best dressed machines will be held immediately following the performance by Victor McLaglen Motor Corps.

GIANT PARADE through downtown Lone Pine. Lineup at 1 p.m., Parade at 1:30 p.m.

CAMPSITE JUDGING will be held at the park and at the lake. Please specify on entry form.

100 TROPHIES — More than ever before.

FREE BARBECUE for all entries at approx. 4 p.m. Extra meal tickets are available for $2.

HIGH SIERRA TROPHY PRESENTATION—Awarding of trophies for the High Sierra Tour will be at approximately 8 p.m. at dance.

FREE SATURDAY NIGHT DANCE in downtown Lone Pine. Everyone is invited.

PLEASE NOTE for those who have to work until noon Saturday. We will have a later deadline of 5 p.m. Saturday. Please mark your mail entries "Late Entry."

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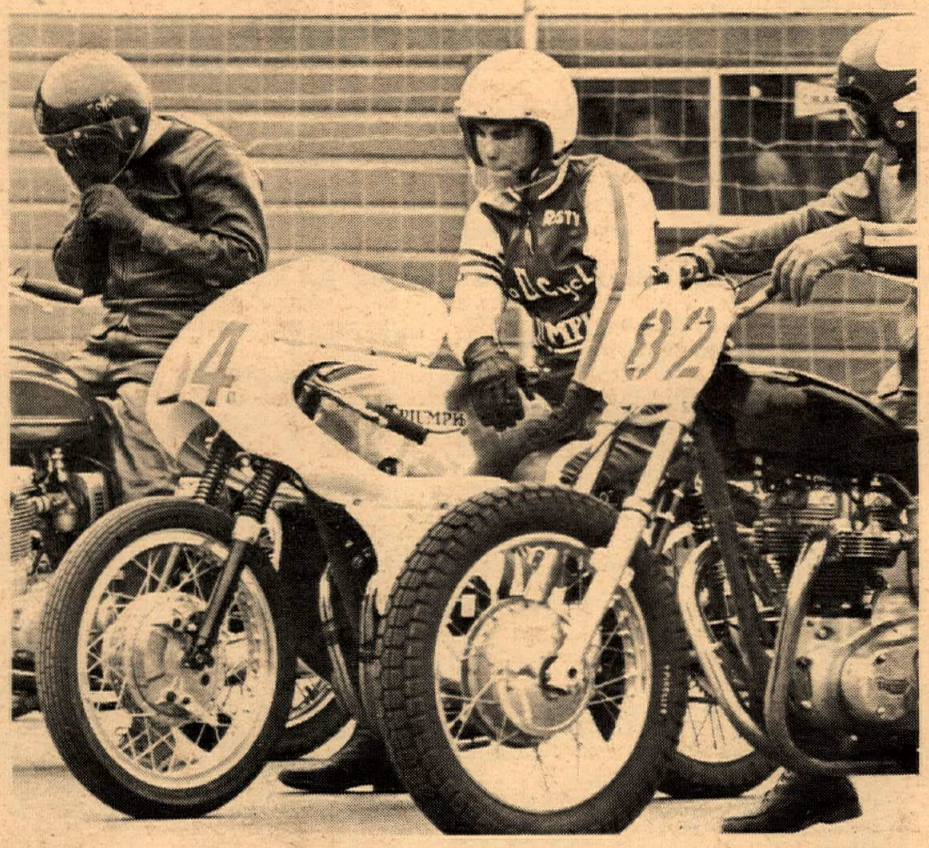
ACE OF CLUBS 14th ANNUAL

Welcome to...

GREEN VALLEY RACEWAY

The only thing left standing after the motocross was over were the giant oak trees and even they were flinching.



Rusty Bradley, center, still has the Midas touch. Mounted on a Trident, let the open GP wire to wire.

Texas Circus Draws 388 Clowns

By Jim Hall
Photos by Tom Beesley

FORT WORTH, TEXAS May 18 – The Southwest Motorcycle Racing Association unreeled its second International Grand Prix motorcycle racing circus at beautiful Green Valley Raceway featuring a three-ring extravaganza of drags, motocross and road races. The action packed triple header was more than two eyes could handle in one afternoon with nearly four hundred riders trying to do their thing before lights out.

Three-in-a-rows dominated the drags with Kawasaki and Triumph getting the lion's share. Both won in stock and modified classes. The biggest surprise of the day came when a GB (stock) Bultaco ran faster than the AHRA national record! The same motor went on to win the 250cc stock production class, ridden by David Broyles.

By the conclusion of the drags the European style motocross was changing some of the landscape in the beautiful valley and the once clear creek was now a mixture of mud, gasoline, sweat and motorcycle parts. About the only things left standing were the old oak trees and they were flinching at every pass.

Al Locke of Fort Worth was the first guy to go the distance in the 125cc class. Those 30 minute races left many at the wayside with their tongues wagging and wondering when that camel would stop kicking. Behind Bultaco mounted Al were Darrell Davis (Sachs) and James Hascker (Penton).

By the time the 360cc class got underway the groove was hip deep. Joe Joiner, local champ of Fort Worth, wasted no time pushing his CZ out front to win showing John Lanicone on a Montesa and Barry Nance (Husky) how the big boys do it.

And with that over the spectators swallowed their hearts and regrouped to take in some fantastic road racing. Danny Forke who rides for Honda of San Antonio set the stage for the stock production classes and went on to become the unchallenged victor in the 200cc event. Bently Hardwick (still alive and well) was second on a Suzuki and wants everyone to know he didn't put a foot down all day. Charles Kimbro was third on a Yamaha.

The magic words were Bultaco and David Broyles of Garland in the 250cc class. Also in the same race, but scored separately were the 350cc machines led by Jet Tharp (Yamaha) of Brownwood.

Virgil Davenport could not be denied his second win in as many outings in the open class stock production madness, however it wasn't that easy until J.C. Klusmeyer (Norton) retired in lap 6. Virgil's Trident finished in front of Wesley Crane's BSA 3 and Bob Lane's Trident.

The "Texas Flea" little Johnny Bryant (Yamaha) of Fort Worth popped the GP bubble by shutting down all comers in the 125cc event and in the 200cc GP Steve Littlefield and a Honda proved to all looking on they still have the stuff. Steve who hails from Wichita Falls was pushed hard by George Johnson (Yamaha) and Danny Forke on a stock production Honda.

Jimmy Anderson didn't lose his fire after the spectacular Austin crash as he came back to capture the 250cc GP on a brand new works A1R Kawasaki just flown in from Japan for Dan Antilley. The Ducati camp was out in force with Wendell Tisdale of Rogers, Arkansas taking second.

The 500cc GP had to be the most exciting with the lead changing five times in the ten lap event. A hat could have been tossed over the leading five through lap six as they changed positions and drafted each other. Virgil Davenport on a works Triumph unloaded in lap #6 while leading, letting "Wildman" Bennie Campbell (Suzuki) take charge until he retired in lap 9. The J.C. Klusmeyer championed the Ducati cause for one lap before being passed by the winner Larry Beall on his new Kawasaki 3. J.C. was second at the wire with Felipe Terriquez (BSA) of Monterrey, Mexico third.

Rusty Bradley (Trident) still has the "Midas Touch" as he was never pushed going wire to wire in the open GP. Virgil Davenport put his dirt tracking ability to work to take second on a Trident followed by Wesley Crane (BSA 3) and Jon Minonno on a Triumph.

George Johnson (Yamaha) of Midland won his second 200cc Grand Final with impressive style known only to West Texans. The Flea was back to take runnerup with a super strong 100cc Yamaha. If there ever was a non-skid, puncture-proof bike rider this lad is it.

The 250cc Grand Final was a toss-up for the first five laps until Jimmy Anderson's works Kawasaki locked up (that transmission will not work without oil). Jet Tharp blasted through Anderson's smoke before it cleared and went the distance for the flag. Jet, a sportsman rider looks like a good long shot for the future.

Rusty Bradley, an engineering student at UT is still the best Trident herder in the south forty and proved this in the Open Grand Final by taking home the bacon on a Jack Wilson-tuned ride. The Dallas star was followed by sportsman winner Wesley Crane (BSA 3) of Fort Worth.

The circus returns to the Valley July 27th and the word is that some hotshoes from the coast will be on hand for both the motocross and road races trying their luck through the trees. Contact SMRA, 2507 TCU Avenue, San Angelo, Texas for additional information.

(Results on page 26)

12th Annual *Little Burr Enduro*

Lotsa traction is needed for Ohio mud runs as this Tribsa chair illustrates!

Story & Photos
By Paul Cosner

ATHENS, O., May 25—Over 360 Sportsman enduro riders representing 18 states and Canada converged upon the Lake Hope state resort in Southeastern Ohio for the prestigious Little Burr National Enduro.

The 12th annual running of the 250 mile classic saw Michigan's Jack McLane and Ohio's John Penton again lock horns for the Grand National points lead. Riding a 335 pound Honda 350, McLane dropped only 17 points to Penton's 20 to take High Point Overall.

Penton, who has won only 1 Overall this season, still maintains a 15 point lead after 6 of the 12 nationals by virtue of his consistency.

McLane, who has won 3 Nationals outright, was disqualified twice this season for missing checks and went out in the other with a busted gearbox.

There is speculation that both McLane and Penton, and possibly a few others, will make the long trip to California for the 500 mile Greenhorn National May 31 and June 1. Both men badly want the championship and Greenhorn points could easily make the difference between 1st and 2nd.

Although much faster than last year's flooded course, it still took winner McLane 10 hours and 20 minutes to negotiate the 23 check points. Run Chairman Curly Steiner of the sponsoring Enduro Riders Association deserves praise for the well-marked and well-organized run. Many riders described the course as near perfect. State park officials were most cooperative and as a result riders reserved every cabin at the state complex.

John Young's bad luck seems to run in cycles (no pun intended). At the Burr Oak National he was turned away at the start because his entry had been postmarked too late. At the little Burr he no sooner got started than the crankcase on his Victor broke.

Another unlucky fellow was Bob Puckett of Virginia. Bob broke his leg almost immediately after the start, thus causing a drastic change in his plans for the Greenhorn.

Last but not least a member of a BMW sideback crew from Amherst, O. fractured his wrist when his mount drifted right off the berm in a 4th gear corner on one of the paved road sections. Making up time, we presume.

RESULTS:

Grand Champion: Jack McLane, Port Huron, Mi. (Hon) 983.

High Point Opposite: Bill Russell, Bloomington, Ind. (Bul) 951.

Bantam Class Champ: Bob Dadum, Columbus, O. (Sac) 934.

1-Robert Crawford, Columbus, O. (Pen) 914; 2-Larry Pierce, Chauncey, O. (Pen) 893; 3-William Mathers, Trucksville, Pa. (Sac) 886.

Lightweight Champ: Bud Green, Columbus, O. (Pen) 960.

B Lightweight: 1-Dan Bell, Valparaiso, Ind. (Pen) 927; 2-Gary Slack, Canton, Ill., 914; 3-Ron Heaston, Fort Wayne, Ind. (Yam) 900.

A Lightweight: 1-Dale Claridge, Brunswick, O. (Pen) 949; 2-Doug Wilford, Amherst, O. (Pen) 941; 3-Leroy Winters, Ft. Smith, Ark. (Pen) 939.

Light Mediumweight Champ: Bob Fusan, Pittsburgh, Pa. (Yam) 974.

Light Mediumweight B: 1-Les Grable, Diamondale, Mi. (Gre) 939; 2-Charles Wicker, Shepherdsville, Ky. (Yam) 929 3-Robert Baumgardner, Bristol, Va. (Yam) 926.

Light Mediumweight A: 1-Dave Knutson, Valparaiso, Ind. (Yam) 967; 2-James Buono, Laingsburg, Mi. (Gre) 962; 3-Bob Agans, Galesburg, Ill. (Yam) 962.

Mediumweight Champ: John Penton, Amherst, O. (Hus) 980.

Mediumweight B: 1-Jim Ferris, Millfield, O. (Hus) 945; 2-Arthur Blough, Lowell, Mi. (BSA) 927; 3-Tom Prater, Pontiac, Mi. (Tri) 921.

Mediumweight A: 1-Skip Eaken, Brunswick, O. (Hus) 969; 2-Ron Bohn, Pittsburgh, Pa. (Hus) 965; 3-John Thomas, Columbus, O. (Hus) 960.

B Heavyweight: 1-James Bransford, Decatur, Ga. (Tri) 804; 2-David Butcher, Howell, Mi. (Tri) 713; Larry Boettcher, Lansing, Mi. (Tri) 190 miles.

Senior Champ: Harold Ward, Rochester, N.Y., 895.

Senior Class: Herb Gunnison, Louisville, Ky. (Bul) 893; 2-Lewis Seibert, Allison Park, Pa. (Yam) 846; 3-John Hicks, Jonesville, Ind. (Bul) 561.

Sidecar: Ralph & Bruce Johnson, Waterman, Ill. (Tri) 53.2 miles.

EASTSIDE M.C. BENEFITS MULTIPLE SCLEROSIS

By W.H. Spencer Photos by Robert Baker

GILROY, CA., May 30, 1969 – Memorial Day was a day for Mario Andretti at the Indianapolis 500 and for Bultaco and Triumph at Uvas Meadow, with riders like Al Kenyon, Jim Foley, and Scott Diffenbaugh all on the two strokes and Bob Scally, Rick Otto and Bill Flett on the big guns.

This benefit by the Eastside Motorcycle Club in conjunction with the Elks of Gilroy was to aid multiple sclerosis and approximately 1,000 spectators were in attendance.

Bob Scally won the main event over Rick otto in a hotly-fought battle that put less than a bike's length difference between first and second. The Open expert main was to be a 20-lap per but was cut short when Ed Garza got off very hard. With Bud Nice down also, the track had to be cleared of debris and bodies and the race was shortened as the sun rapidly set.

Bill Landsborough from Santa Clara did the trick in the 500 Amateur on his BSA Victor over the others by quite a piece of track with Ken Baisa and Rich Jacobs turning in their usual steady, fast pace.

District 36 #2 rider, Al Kenyon had quite a day by winning both the 250 Expert and 375 Expert. The latter was a thriller with Soctt Diffenbaugh dogging the "Cupertino Crusher" all the way but unable to pass. The 250 Expert found Lafayette's Jim Foley trying to get by Kenyon but it was not quite the same battle. Diffenbaugh finished third in this main which gave him a good day at the brass.

The 250 Amateur main had Dick Steinke in one of his absolutely fantastic flying starts but he couldn't hold the lead as Dick Plowman of the Ridge Runners M.C. passed easily to win.

Dale Ivan did a great job in winning the 200 Novice main with an excellent start and consistent riding. He will probably turn Amateur and go to the back of the pack very soon. (Results on page 26)

All Goes Well For Drifters

By N.A. Williams

WHITE SALMON, WASH., May 25 – The Drifters had a turn out of 41 riders for their A.M.A. sportsman scrambles at an improved, dust-free track.

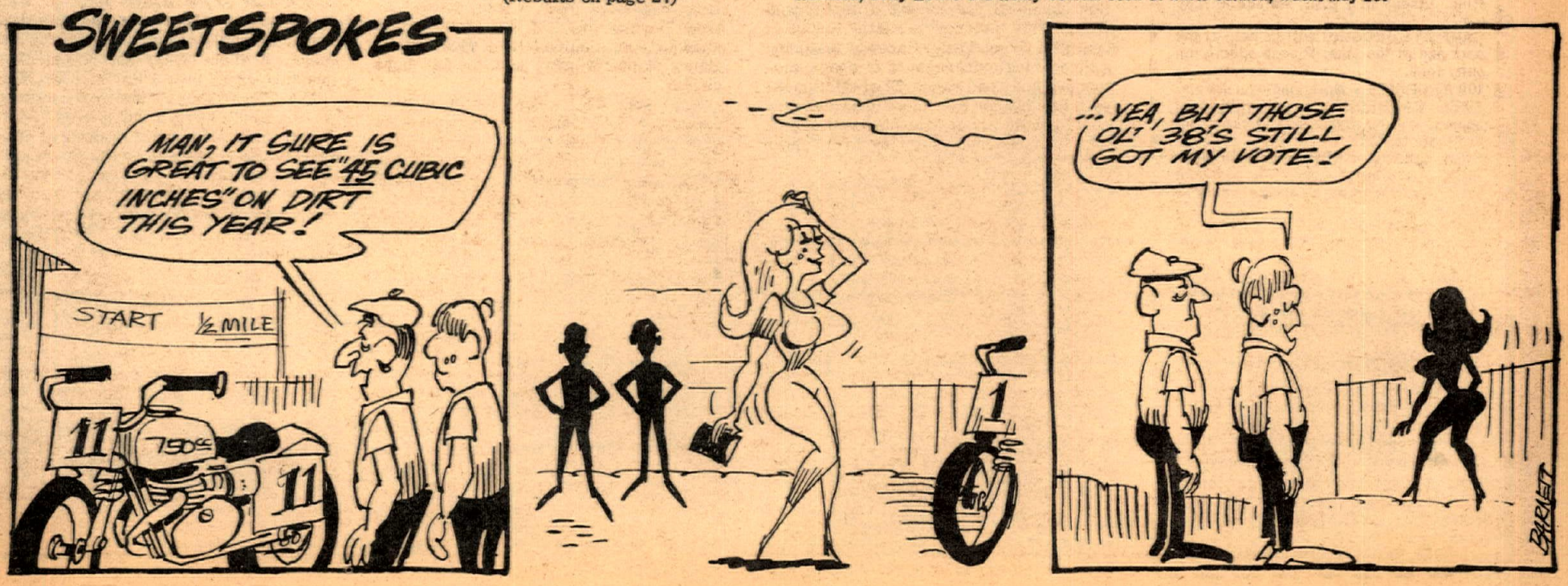
All went well with just a few minor spills until the 250cc A Main event. On the second lap of this event Bob Ryder went down, and down hard. With no ambulance in attendance the best that could be done was to get him into a station wagon which took him to the White Salmon hospital which was about 10 miles away.

His collar bone was broken and they thought that he might also have a broken leg.

The race was restarted after Bob was taken off of the track but Mike McCall was also missing as he had gone down just after Ryder had and though he was not hurt, did not come back to finish the race.

(Results on page 27)

Some of District 22's most popular trophy winners, left to right: Vern Perry, Mark Baker, Mike Hannula, Billy Lewis and Henry Schram seen at White Salmon, Wash. May 25.



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INDIANAPOLIS, INDIANA – We need qualified help. Top pay schedule in Midwest. AAA Cycles, 7950 Pendelton, Ind. (317) 546-4761.

HODAKA PARTS. T.T. equipment – "R" series cylinder, Dykes piston, 5 ported, 28 mm Amal carb. & Manifold, Crowell downswept pipe – all for $80.00. Also have misc. engine parts. Call (213) 255-8413.

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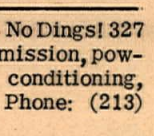

1967 EL CAMINO – Sharp! No Dings! 327 V8 engine, automatic transmission, power steering, factory air conditioning, radio. Asking $2250.00. Phone: (213) 838-3505 evenings.

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$100.00 FREE upon conviction. Will be paid for name of thief and recovery of 1963 H.D. FLH 7946, Lic. #157028 stolen from Artesia 5/8/69. (213) 860-2100.

ATTENTION: CYCLE NEWS CONTRIBUTORS
We do not have the addresses of the contributors listed below. If you will contact us we will send you a check for your published work – P.O. Box 498, Long Beach, Calif. (213) 423-0431. Jim Alfred, J. Baxter, Carl Byers, J. Colville, Gary Edwards, John Endy, Tom Ewing, Martin Foster, R.W. Grajeda, Ray Hornick, Bill Haines, M. Hoss. B. Little, Richard Kouns, Don Kissel, B. Little, Bob Labagh, Bob Loefferbeen, Floyd Lewis, Hank LaPore, Frank Mayer, Mike Payne, Nick Raine, Cliff Rindels, Erma Redding, Mike Sharpe, Dan Smith, Ken Shaw, Carol Stone, B. Siel, M. Walz, Earlene Wood, Don Woods, Dale Wood and Dan Weltner.

BRIDGESTONE 90 racer. Best offer. (213) 454-0216 after 6 p.m.

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SEE YOUR HODAKA DEALER

'67 EL CAMINO, 327", air, all power, 4 speed, good condition. (213) 247-6473.

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WANTED – Late model engine – BSA (single) 250cc up or Triumph 250cc. (213) 326-9205.

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HUSQVARNA & PENTON available at Valerian's 2 Cycle City (213) 475-4541.

HUSQVARNA PENTON Specialist. Mail order parts, Swedish moto-cross gloves $7.95. Malcolm Smith, 1989 La Cadena, Riverside, Cal. (714) 684-1866.

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Expert riders in American sports competition tell the techniques of track and trail. Chuck "Feets" Minert on TT-Scrambles, Bud Ekins on Moto-Cross. East Coast's Don Pink tells how to ride Enduros and woods. John McLaughlin on Grand Prix Scrambles. Helpful tips on setup of motorcycles, cards & licenses and mucho more. Hardbound. $4. postpaid. Send check or money order to – How to Ride & Win. c o C&S Publishing Co., Box 498, Long Beach, Calif. 90801.

BMW '65 R69S $875
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SACHS New Address
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Hawthorne, Cal. (213) 679-6550

WANTED
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1969 Ace 100cc Hodaka engines – 5 speed, wide ratio gears, available now at your Hodaka dealer.

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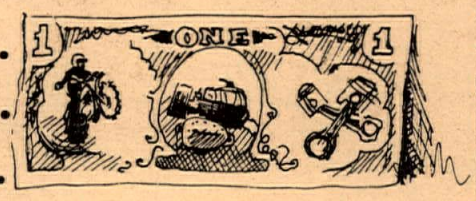

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'69 TRIUMPH BONNEVILLE
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TWO RAIL Bike Trailer $65.00 (213) 675-1922.

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1968 GREEVES 250 MX5 concentric carb, comp. release $625. (213) 784-3776.

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'69 HONDA CL90 good condition. Fork brace, knobbies. (714) 897-0091.

4/SALE '69 250cc HUSQVARNA, bash plate, excell. cond., never raced $850. '67 Bultaco Lobito scrambler, new trans. fork $300. Will trade for street bike. (213) 783-4626.

'DESERT HODAKA'
'66 Ace 90 – Carlisle tires, filtron, Barnett chamber, best offer, must sell. (213) 472-5290 (Steve).

FOR SALE: Hodaka 90 Dirt $245 or offer (213) 963-6406 after 5:00.

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WANTED: MOTORCYCLE
$500.00 will be paid for recovery of 1963 H.D. FLH 7946 Lic. #157028 upon rec. and conv. of thief. Stolen from Artesia 5/9/69. (213) 860-2100.

1966 250 MONTESA – new expan. chambers, good beginners bike $375.00. 2–19" Akront rims $40.00. 1–19" Dunlop Uni. $18.00. 1–21" Dunlop Uni. $15.00. Call (213) 340-6648 after 5 p.m. Ask for Bob.

'66 B.S.A. LIGHTNING, Molly paint, T.T. pipes, 7,000 mil. (714) 529-2309.

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'69 MONTESA "Cota" Trials. 3 months old, like new, $700. (213) 377-4124.

'66 BSA HORNET Street, conservative custom, cherry, fast $850. (213) 377-4124

1969 BULTACO SHERPA 250cc
Like new, only 33 miles $650.00. Sammy Miller Special. (213) 923-3165.

SUPER HODAKA 68-3/4 $900. plus invested. Everything you can do has been done. Extras $500.00 or best offer. Call (213) 399-6669.

1969 HUSQVARNA 250cc
21", Memmott seat, super new, ridden only 4 times. (213) 794-5246.

'67 MAICO 360 Motocross. New Dykes piston, rear tire, clean, never raced, one owner $475. (714) 526-5108.

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Entries close June 20, Midnight
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Sat. June 28–0-250cc all classes & Powder Puff
Sun. June 29–350 – Open all classes & Side hacks
No overnight camping
No trail riding on ranch

HOPETOWN (Corriganville)

OFFICIAL ENTRY BLANK

DATE _____

This column for office use only.

A seperate form must be submitted for each class entered. This form must be completely, clearly, and corectly filled out, and the release signed, prior to competing.

NAME _____ AGE* _____

ADDRESS _____ CITY _____ STATE _____
STREET

PHONE NO. _____ CLUB _____

MAKE OF MACHINE _____ CLASS _____

CV. IN. OR CC _____ ENG NO. _____

RIDING OR SIDEHACK PASSENGERS NAME _____

AFFILIATION: AMA___ AFM___ FIM___ AMA # _____

RIDING NO. _____ AM___ EX___ NOV___ PRO___

SPORTSMAN
SCRAMBLES___
DESERT___
MOTO CROSS___

PROFESSIONAL
CLASS A ___
CLASS C ___
MOTO CROSS___

SPONSORED BY _____

PREVIOUS EXPERIENCE _____

* If under 21 years, parent or guardian's permission and/or consent by signature must appear where indicated.

DO NOT WRITE BEYOND THIS LINE

Assigned number for this event _____

Sportsman ____
Pro ____
Am ____
Ex ____
Nov ____

Assigned class

Start day

Start time

Position no.

Row no. _____

The undersigned entrant and/or his legal guardian by affixing his signature below, acknowledges that he has read the general rules and regulations issued for this event, and those of the governing or sanctioning body, and agrees to be bound by them. In consideration of the acceptance of this entry or of my being permitted to take part in this event, I or myself, my heirs, executors, administrators, successors, and assigns agree to save harmless and keep indemnified sponsors of this event, their respective officials, servants, agents, lessees, local management, entrants, and track owners from and against all actions, claims, costs, and expenses and demands in respect of death, injury, loss of, or damage to, my passenger, my mechanic, or property howsoever caused, arising in or out of or in connection with my entry or my taking part in this event, and not withstanding that the same may have been contributed to or occasioned by the negligence of the said bodys, their agents, officials, servants, owners, lessees, entrants, or representatives, I declare that the driver or operator, or participant possesses the standard of competence necessary and is physically fit for an event of the type to which this entry relates, and that the vehicle and/or motorcycle entered is suitable for the event. The undersigned does hereby certify that he is a duly qualified amateur, expert, or novice class operator rider having been so qualified by a competent organization. It is further understood and agreed that in the event I am injured from whatsoever cause during the event covered by this application, I herewith consent to and authorize first aid and ambulance service as provided by the sponsoring club or property owner, and further hold all parties harmless from any consequences of said aid.

I have read all the rules and regulations and statements printed above, and fully understand each and every item contained in this entry application.

Date _____ Signature of entrant _____ If entrant is under 21, parent or guardian must sign here acknowledging his or her consent to the above terms of entry.

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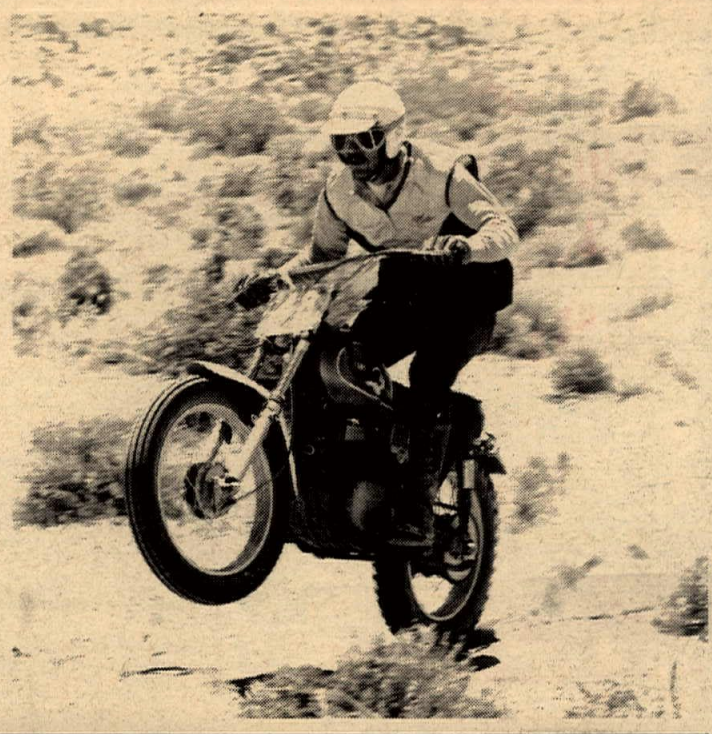
1st Keith Mashburn
Yamaha 350cc

Novice Main
1st Fred Edwards
Yamaha 250cc

Yamaha 350cc
Fastest Qualifier for 2nd week in a row



DESERT WINNER

Dual European Scrambles
May 25, 1969
Sidewinders M.C.
250 Am/Ex. Class
1st Mike Patrick
2nd Phil Bowers
Yamaha DT1-B

Sandblasters M.C.
250 Am/Ex. Class
1st Mike Patrick
Yamaha DT1-B

ON THE STREET
ON THE TRACK
ON THE TRAIL
IN THE DESERT

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